

TOWN OF READING



MASSACHUSETTS

OFFICE OF

BOARD OF PUBLIC WORKS

MUNICIPAL BUILDING
READING, MASS. 01867

DOUGLASS L. BARKER, Chairman
BARRY E. HAMPSON, Secretary
ARTHUR POLYCHRONES
ROBERT P. GRIFFIN
J. R. BOUCHER
A. V. FLETCHER, P.E., Superintendent

MEMORANDUM

TO: Board of Selectmen
FROM: A.V. Fletcher, P.E., Superintendent
DATE: September 25, 1985
RE: Nike Site

In evaluating the Nike Site for use as a Public Works Facility, the following items should be considered as serious impediments to any planned timetable.

- a. Construction of an industrial complex in the Ipswich River Watershed.

Downstream water users, and in particular, the Ipswich River Water Commission, can ask for a MEPA review. I am advised by several users that this will happen. The Secretary of Environmental Affairs must respond to this request in 90 days with his determination of condition at which time the proponent (The Town of Reading) has 90 days to respond. Appeals can be made by either party. If an appeal is made regarding local conservation regulations however, the appeal must be in Superior Court. The odds of getting a "quick" hearing are slim. There are several basis upon which a MEPA review can be requested by any person, or groups. For example, the Town of Reading requests a MEPA review of Riverpark 93 and the Secretary required that an Environmental Notice be filed, and subsequently required an Environmental Impact Statement. This process has been underway for one (1) year and is, at a minimum, another year from being resolved. The expense to the Town of Reading has been in the area of \$35,000 and to the developer close to \$500,000.

In addition to all of the above, the Town of Reading would become a proponent of an industrial facility in an environmentally sensitive area, while actively being an opponent to a project in the same watershed.

There is a strong possibility that legal means will be used that can effectively delay the construction of a BPW Facility for two (2) to three (3) years.

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b. Access

The present 30.5' easement meets Haverhill Street at a 90° angle and there is no available land for turning radius. When the Government took this easement, provisions were made for screening and drainage swales within the easement. It is virtually impossible to widen the 16'-0" pavement given those terms. Two plow mounted trucks could not pass each other and the swing from Haverhill Street would be dangerous for our vehicles and impossible for a tractor trailer or large low bed delivering pipe, gravel or stone to make.

In addition, the Town of Reading, acting through the Board of Survey, expressly prohibits a road less than 40 feet in width which must also have a turning radius not less than 30 feet on each side. Precedent would be established for all future planned developments to violate this requirement. To permit an entry such as the existing one would be in violation of all sound engineering and planning criteria.

c. The Board of Public Works schedule of events to be in place to meet the TASC agreement is based on development of the John Street site only. The possibility of accomodating time consuming events at Nike Site preclude establishing a meaningful schedule.

AVF:cmk

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ADJOURNED SUBSEQUENT TOWN MEETING

Reading Memorial High School

November 14, 1985

The meeting was called to order by the Moderator, Stephen J. O'Leary, at 7:40 P.M., there being a quorum present.

The Invocation was given by the Rev. S. Lester Ralph, followed by the Pledge of Allegiance to the Flag.

ARTICLE 1. On motion of Paul C. Dustin it was voted to take Article 1 from the table.

ARTICLE 1. On motion of Paul C. Dustin, the following report presented by John W. Agnew, Jr. for the Task Force was accepted as a report of progress.

REPORT OF THE TASK FORCE ON RELOCATION OF THE BOARD OF PUBLIC WORKS November 14, 1985

PREFACE

In doing this study and report, certain premises were determined by the Task Force.

Although the Task Force realizes there has been controversy regarding the need for all the facilities as requested by the D.P.W., they did not feel any determination along these lines was in their charge from Town Meeting. Indeed they did not feel they had the knowledge or time to make any such decisions.

All costs of land acquisition, right-of-way, or other costs that would have to be negotiated and that are given in this report are only estimates. The estimates are based on information for similar costs in other projects and were obtained from engineers, realtors, etc., who are knowledgeable in the field. The Task Force felt it had no authority to enter negotiations with anyone.

The Task Force briefly considered sites in other locations in Town that have already been considered. It did so, however, not as a possible option for a full permanent site, but only if perhaps some small part of the DPW functions might be located away from the main facility. No conclusions were drawn.

When I took the job as Chairman of the Task Force, I must admit I was somewhat apprehensive as the members initially seemed almost diametrically opposed in their philosophies regarding a solution to the problem. I was delighted to find that everyone did their best, exploring with equal effort all possibilities. The Town has a right to be thankful they have such citizens, and I am grateful to them and honored to have served with them.

John W. Agnew, Jr., Chairman
TASK FORCE COMMITTEE

BIGGIO SITE

DESCRIPTION

The Biggio land consists of approximately 5.01 acres of land with .6 acres as a developed house lot with a 175 foot frontage on Ash Street and the remainder undeveloped. From its Ash Street frontage the northwest property line abutts residential property running in a northeasterly direction for about 165 feet. At this point the line turns about 90 degrees running northwesterly along the rear of the abutting residential property for about 160 feet. Making an opposite 90 degree turn, it again runs northeasterly for about 650 feet abutting industrial properties and ends at the railroad tracks. The rear property line at the northeast of the lot abutts the railroad tracks for about 350 feet, making another approximate 90 degree turn to the southwest back to Ash Street. This property line abutts Transitron industrial land for about 665 feet, and then residential property to Ash Street for about 245 feet.

The front portion consisting of .6 acres is a developed house lot with a residential house. At the rear of this lot the topography of the land drops from about 117 feet to about 85 feet. Fortunately, however, the major part of this drop is in the first 50 feet. A borderline vegetated wetlands consisting of about an acre runs through the center of the rear portion of the land with the wettest part abutting the railroad tracks. Currently the only access to the property is from the Ash Street frontage.

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THE STUDY

The Task Force approached this property as a possible site from four different concerns: cost of development, access to the property, environmental concerns, and potential for siting the proposed DPW facility on the property.

ENVIRONMENTAL CONCERNS

Wetlands - The wetland area on this site is approximately one acre in size (see Exhibit A). The wetland area receives runoff from the upland watershed of the northern side of Ash Street. A defined channel running through the wetland basin directs the water flow toward the railroad tracks. The wetland area is extremely flat and water moves through the site slowly. The site also has been disturbed by human activity. In some sections, the topsoil has been removed and the natural vegetation resultingly altered. The State law defines the boundaries of wetlands by the existing vegetation. Predominant wetland plants on the site include:

Buckhorn	Arrowwood
Sensitive Fern	Purple Loosestrife
Swamp Maple	Tussock Sedge
Black Alder	Swamp White Oak
Joe-Pye Weed	American Elm

Wetland Implications - Due to the wetland and floodplain conditions on this site, it would be necessary to relocate the wetlands to a site on the property abutting the railroad. Three different types of permits would be required.

1. Army Corps of Engineers, 404 Permit issued under the Federal Clean Water Act (application delay period = 60-90 days). This permit would be for the filling of a wetland area and would involve an assessment of the potential impacts of this proposed activity on the quality of the adjoining and downstream water.
2. Water Quality Certificate. This is a State permit issued by the Department of Environmental Quality Engineering (DEQE). This permit is required prior to the issuance of the 404 Permit referred to above and the application delay period is 90 days.
3. State Wetlands Protection Act (application delay period = 90-120 days). This proposed project calls for the alteration of more than the allowable maximum of wetlands under the State Regulations (max. = 5000 sq. ft.). Therefore, a variance from the limitations of this specific regulation would be required. This request for a variance would be directed to the Commissioner of the DEQE for his approval. The request for a variance should include the following information:
 - (a) a description of alternatives explored that would allow the project to proceed in compliance with the regulation(s), and an explanation why each is unreasonable;
 - (b) a description of the mitigating measures to be used to contribute to the protection of the wetland interests identified in the Wetland Protection Act; and
 - (c) evidence that an overriding public interest is associated with the project which justifies waiver of the regulation.

Significant Interests - The wetland area of the Biggio property is presumed to be significant to groundwater supply, to flood control, to storm damage prevention, and to the prevention of pollution. The site must be studied to determine the actual wetland value of these specific interests. A request for a variance, as described above, should demonstrate that the subject site does not provide the wetland value that is presumed as a part of the Regulations. Also, the request for a variance must provide a replicated wetland area that will function as well or better than the original.

- Runoff Problems: The Biggio property presently is wooded and offers significant percolation for stormwater runoff. The proposed DPW facility, however, would require the paving and roofing of major areas of the site. This inevitable increase in stormwater runoff (per unit time) would be required to be detained in a pond-like basin. It is estimated that somewhere between one-half and three-quarters of an acre would be required for this utility.
- What the Regulations Mean: Environmentally, the Biggio property has significant problems for its potential use as a DPW facility. From the outset, an alteration of the quantity of wetlands proposed is outside the allowable tolerances of the State Wetlands Protection Act. Thus, a variance must be requested from the State. Variances are given sparingly. The variance request will only be considered if the

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Biggio property is a politically acceptable solution to the Town's siting of its DPW facility. Other permits which are necessary quite possibly present less problems than the variance procedure. It goes without saying, that any attempt to apply for permits and variances would require the unanimous cooperation of Town government and the Public.

- Summation: The Biggio property presents serious environmental constraints. The fact that the site preparation work for this site is outside the limits of the State permit process casts serious doubt as to the feasibility of the project. Once the means of access to this site is settled, the next major hurdle will be the request to alter more than six times the allowable maximum of wetland area. The process for this permitting will require a period of four months and will demand enlightened preparation and political lobbying.

ACCESS TO THE PROPERTY

The Task Force examined the access problem from two points. First, an access road from John Street with a right-of-way over the railroad tracks, and second, from a right-of-way off Ash Street.

From a practical viewpoint the only site for a road from John Street to the rail tracks would be along the property line of Boston Stove and the new TASC land. This is a distance of about 950 feet. It would require a negotiated sale from TASC for the land.

There were two approaches to crossing the tracks: the first by a bridge, and the second a grade crossing. Different types of bridge construction were examined from a pier to a sloped fill section, as well as the amount of land needed for a bridge siting, and vehicle maneuverability getting off and on at the Biggio side. Estimated costs ran from One to Three and One Half Million Dollars. In addition, the bridge siting and access used up acres of land. Although the B&M and MBTA favored a bridge over other types of crossing, the Task Force rejected this option as too costly and not practical.

The second approach was a grade crossing which meant crossing four tracks at the location considered. A rubberized crossing with signals and gates was proposed. Through the efforts of Representative Geoff Beckwith we met with appropriate State Officials to discuss the possibilities of crossing and to determine what steps and procedures are necessary to gain State approval. Meetings were held with Tom Hubbard from the Governor's Economic Development Office, Eugene Sullivan, Jr., MBTA Director of Railroad Operations; and Daniel Breen, MBTA Assistant Chief Engineering Officer.

As a result of these meetings it was learned that two public hearings are necessary. The first is before the Middlesex County Commissioners, at which time the Town and the MBTA present their case for the Commissioner's approval. This has been scheduled for December 3, 1985. The second is before the Massachusetts Department of Public Utilities. Prior to this hearing the Town must request and pay for a study of costs to construct a grade crossing which must be done by the MBTA. The cost for this will be \$1500. It should be pointed out that if a crossing is approved, the MBTA will handle all construction, although the Town will pay for it. It should also be pointed out that the MBTA and the B&M are very reluctant to approve any grade crossings, including this one and that only rarely are these approved. Nevertheless, the Task Force feels there is a possibility for an approval.

Once across the track the crossing would end on land now owned by Transitron. It should be noted that in September of this year Transitron had no permanent industrial access to their property. At that time the Reading Board of Appeals allowed a variance to them to cross residentially zoned property on Ash Street as a permanent access. This is currently being contested in court by the residents of Ash Street. The amount of land needed for this crossing is more or less academic, as at this location part of the Transitron land will be needed to site the DPW facility. This will be taken up later in this report relating to siting.

It should also be pointed out that the cost of a crossing can be treated as a betterment with part of this being charged to Transitron.

The Task Force spent a good deal of time trying to determine the cost of a grade crossing access as discussed. Although some discussions were held with the principals regarding the Biggio and Transitron land, there were no formal negotiations started or made. No meetings were held with TASC. As a result, any cost figures here are only estimates made from material gathered from realtors, engineers, etc. It should also be kept in mind that all work must be done under law at the prevailing wage rate, at State and Federal specifications, and by MBTA and B&M work crews.

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An estimated cost is as follows:

Cost of road construction from John Street to tracks	\$ 103,000
Cost of Right-of-Way from John Street to tracks	240,000
Cost of Utilities	105,000
Water - 16,000	
Sewer - 20,000	
Gas - 9,000	
Electric - 60,000	
Cost of Crossing - Rubberized with Signals and Gates (minus Betterment Cost to Transitron)	650,000
Cost of Transitron Property (See Siting)	
Cost of Railroad Right-Of-Way	<u>100,000</u>
TOTAL	\$1,198,000

In addition, maintenance costs and inspection fees for the crossing will run approximately \$15 to \$20 Thousand per year.

The cost of the Railroad Right-of-Way is not known.

Several points of access from Ash Street were briefly discussed, but considered too controversial to be seriously considered with one exception. That exception was a proposed right-of-way off Ash Street across and between the south end of land currently owned by Lux at 238 Ash Street and land currently owned by Shurman at 246 Ash Street. This right-of-way would run in an easterly direction to the end of the Lux property and turn southerly about 80 feet across land now owned by Babcock and then across land owned by Paulson to the Biggio property (see Exhibit B). This right-of-way would be on industrial zoned property. If this is seriously considered and not negotiated, the Task Force would recommend taking by eminent domain. Costs associated with this as an access option are as follows:

Roadway Construction (with full curbing but no sidewalks, due to lack of proper width).	\$ 52,000
Electrical	60,000
Water Main Construction	20,000
Sewer Main Construction	20,000
Gas Main Construction	11,000
Right-of-Way Costs	<u>175,000</u>
TOTAL	\$338,000

Consideration was given to the portion of Biggio property fronting on Ash Street. Because of the sharp grade at the rear of the house lot, this idea was rejected.

The Task Force did not really consider the Ash Street access as an ideal access. Among other things would be traffic problems created at the junction of Ash and Main Streets.

The third consideration was determining a foot print for siting the DPW facilities on the property (see Exhibits A & C). Two separate siting plans were made by the DPW. The first was with office space, and the second without. The first plan would involve taking approximately 4.32 acres of Transitron land. It would also involve relocating the wetland vegetate area to a storm water storage area consisting of about an acre next to the railroad tracks at the northeast side of the Biggio property. In looking at Exhibit A, the arrows by the shop areas, maintenance and heated vehicle storage indicate door bays. The area outlined in a dotted line and stating Bordering Vegetated Wetlands would be an outdoor storage area for pipe, sand, etc. The buildings are located to act as a shield to obscure this

unsightly yard area from Transitron, keeping in mind future development of the Transitron property. There is really little room to place the DPW buildings in another formation. The site topography with the steep embankment on the west side (see dotted line edge of embankment) has the rear of the heated vehicle storage building acting as a retaining wall against the embankment. To the east are relocated wetlands. In the second siting by eliminating the office building and, therefore, the need for office parking space, some land is gained, but not much.

Borings were taken by the Task Force at four points, basically one at the proposed salt storage, cold storage, shop area, and vehicle storage. It would appear that a normal foundation design could be utilized at this site.

Cost of development for the Biggio/Transitron site are estimated as follows:

Clear and grub 7 acres at \$1,000	\$ 7,000
Strip and remove loam 12,000 c.y. at \$3.50	42,000
Excavate and remove surplus 20,000 c.y. at \$3.75	75,000
Relocate wetland	
Excavate and dispose 1,500 c.y. at \$3.50	5,250
Replace loam 1,500 c.y. at \$1.25	1,875
Vegetation L.S.	15,000
Compensatory Area	
Excavate and dispose 700 c.y. at \$3.50	2,450
Fine grade 20,000 s.f. at \$.05	1,000
Control structure L.S.	6,500
TOTAL	\$156,075

Finally, full cost options for acquiring, preparing and developing access to this site were compared.

Option No. 1 With Rail Crossing	
Cost of acquiring Biggio land without house and	
Cost of acquiring Transitron land	\$ 900,000
Cost of Access with Rail Crossing	1,198,000
Cost of land development	156,075
TOTAL	\$2,254,075

Option No. 2 Access from Ash Street	
Cost of acquiring Biggio land without house and	
Cost of acquiring Transitron land	\$ 900,000
Cost of access from Ash Street	338,000
Cost of land development	156,075
TOTAL	\$1,394,075

GENERAL TIRE

DESCRIPTION

The General Tire Plant is a large rambling light manufacturing plant with buildings having a total area of about 260,000 square feet. The land is zoned industrial and access is from a road leading to the plant from John Street near Boston Stove. The southerly line of the lot abutts the railroad tracks; the easterly side Boston Stove; the northerly side John Street and Bolton Street; and the northwesterly side Cerretani's Supermarket.

The facility is made up of many separate buildings of different design and construction and obviously was developed over a long period of time. The major amount of floor space is + four feet above grade, and the design criteria is for light diversified manufacturing. Column spacings vary from building to building, as do elevations. The buildings at the south

end are of fairly "modern" construction: steel columns, structural steel, metal deck, concrete floors and sprinklers. Column spacing varies from 24' x 30', 16' x 18', to 16' x 16'. Walls are generally 6" and 8" concrete block raised to the metal deck. Windows are quite closely spaced.

DEVELOPMENT POSSIBILITIES

The plant has recently been bought by Damon Industries of Watertown, MA, a manufacturing company making metal fastenings. It is the company's intention to use 100,000 sq. ft. of the 260,000 sq. ft. available. The company is renovating the building through industrial revenue bonds and a U.D.A.G. grant. Some of the remaining space has already been leased. Members of the Task Force spoke with the owner, Mr. George Danis, who offered as the only space available for a DPW facility an area in the northeast corner of the lot along with approximately 1.8 acres of yard. (See Exhibit D). Although no serious discussions were held with Mr. Danis, he indicated that portion of the plant would rent for about \$5.42 per sq. ft. Given the amount of space needed, this would be approximately \$200,000 per year. A great deal of renovation would be needed before the space could be used. Some of the required work is as follows:

1. Garage door openings made (none exist) and overhead doors installed.
2. Ramps into the building would have to be constructed, and these would only be allowed in the small yard area, cutting more space for outside storage.
3. Truck, garage and shop areas would have to be separated by two (2) hour fire walls and doors necessitating new interior footings.
4. Major sprinkler, heating and window modifications are necessary, and a complete ventilation system would have to be installed.
5. Office partitioning would have to be made, along with wiring, etc.

If all of the above were accomplished, there would still be a major obstacle which is the columns. Their spacing would make it very difficult for vehicle maneuvering. In fact, more space than normal would be needed for any maneuvering.

CONCLUSION

When first considering this building, the Task Force had in mind a ten year lease. It was felt that this would immediately solve the time problem of the DPW move and would allow time needed to explore other possibilities. It was also felt that within the ten year period the Town's financial picture would have improved considerably with an increased tax base resulting from the landfill development.

It became apparant that this option would be too costly. Estimated renovations could run as high as One Million Dollars and this done on property we would not own. In addition, even with the renovations there would be the column problems, as well as outside storage space.

JOHN STREET SITE

Much has been written and discussed concerning this site, and it is not the intention of this report to be redundant in reviewing the possibility. For its deliberation the Task Force looked at this site for comparative purposes of the site only and the ramifications of its use in the proposed development of the Town's industrial land. For comparative analysis the Task Force used a site preparation cost figure of One Million Dollars for this site.

THE REVENUE CONSIDERATIONS

The Task Force felt from the beginning of its deliberations that not only must a site be feasible from a cost and utilization standpoint, but also that it not impede the revenue potential of an expanded tax base for the Town through industrial development. The Town faces a financial crisis with very little light at the end of a long tunnel. On one side the Town is tightly restricted in its ability to raise revenue, and on the other side a series of rising costs and lost revenue over which it has no control. Liability insurance, health insurance, pensions, water and sewer rates, architectural barriers, mandates, environmental mandates, Fair Labor Standards Act mandates, are all costs over which we have no control and are rising faster each year than the Town is allowed to increase revenue under Proposition 2½. To add to the problem is the potential loss of Federal Revenue Sharing Funds and cost of living increases to employees. The so called "Doom and Gloom" report of the Finance Committee (see Exhibit E) is if anything optimistic. Nor will the current projected sale of land in itself answer the problem (see Exhibit F). In addition the Town faces other building problems. The Central Fire Station is not structually sound to house proposed new equipment. The sale of the Community Center means the cost of new quarters for the Town offices housed there.

The Town has only three means to meet these problems: override of Proposition 2½ which has already been rejected, large cuts in service the Town already has rejected, small cuts such as the elimination of the dog officer, or increasing its tax base. In regards to the latter, the Town has eliminated most residential expansion through zoning and conservation which leaves industrial development. It is for these reasons the Task Force spent a good deal of its time relating the DPW location and its impact on the industrial zoned area at John Street.

FINANCIAL SIGNIFICANCE OF THE LANDFILL

The landfill is a vital resource for the future financial stability of the Town of Reading. Its importance is seen in two ways: in the financial gains that it can yield in its own right and in the effect that the landfill will have on enhancing the development potential of our entire 90 acre industrial area. Be assured on two points - first, there IS a demand for additional first-class office park and hotel development along the Route 128 belt, as the Planning Board's consultant showed; and second, there are a number of well-known developers who have expressed serious interest in developing the landfill.

The Task Force, with the assistance of the Industrial Development Commission, has prepared some estimates of the land sales and tax revenues which the Town can expect to realize over the next ten years from development of the landfill (see Exhibit G). Three different development scenarios are portrayed here, the top two with the DPW on the landfill, and the bottom one, without the DPW there. Scenario 1A represents the most likely type of development one can expect next to the DPW: average-quality motel and R&D facilities. Scenario 1H represents a far less likely outcome, with the assumption that a first-class hotel is built next to the DPW and that top-quality office buildings occupy the remaining landfill. Scenario 2 represents the most likely type of development if the DPW is moved off the landfill. In this scenario, first-class office space shares the front of the landfill with a quality hotel, with further office development of similar quality being built on the rear of the landfill in three years.

A comparison of land sales revenues for these scenarios shows values of \$1.9 Million from Scenario 1A, \$4.4 Million from Scenario 1H, and \$7.8 Million from Scenario 2. The first revenues, which result from sale of the front dump land along John Street, are predicted to occur in FY 88. Under Scenario 1A these revenues are \$1.2 Million, while under Scenario 2 they are \$5.6 Million.

This is a difference of \$4.4 Million in land sales revenues two years down the road.

When land sale revenues from the back of the landfill and tax revenues from both front and rear are added, the difference between Scenarios 1A and 2 widens to \$16 Million over a 10 year period and to \$39 Million over a 20 year period.

SUMMARY AND CONCLUSIONS

After reviewing all of these studies, the Task Force reached the following conclusions:

GENERAL TIRE PROPERTY

The Task Force rejected this as an option. The potential modification cost of a Million Dollars, plus the fact that with modifications there is not adequate yard space and the column problem made the site impractical.

BIGGIO PROPERTY

The possibilities of this as an option are dependent upon obtaining permission for a rail crossing and permission to relocate the wetlands. The prospects of obtaining a rail crossing are not good. The environmental process for receiving permission to relocate the wetlands is a fragile one. At any one of the steps that have to be taken for this process, problems can occur.

The site as proposed does not offer many options for modifications or expansion due to the topography and wetlands. This should be taken into consideration if future plans for expansion are considered.

It should also be noted the Task Force felt that TASC would hardly be enthusiastic at the prospect of a fleet of trucks crossing their property every day. TASC has been rapidly expanding and has indicated they might want to build a third building. They have already rented the new office space at Boston Stove.

Last but not least, this option is expensive. The rail crossing option would add \$1.2 Million for site cost over the \$1 Million site preparation figure at John Street. The Ash Street option would add approximately \$200,000 for site costs over the site preparation at John Street. Some members of the Task Force felt that in spite of the additional cost this was a good investment, if based against the possible \$9 Million extra the John Street site would produce without the DPW facility. The Ash Street costs do not include any costs which might arise for legal expenses arising from litigation on the takings.

If the Ash Street option was taken, the traffic problems at the junction of Ash and Main Streets would still persist.

RECOMMENDATIONS

During the review process a feeling developed that the Town had lost control. Every option seemed to rest on the decisions of outside influences. Cost of land acquisitions, permits, right-of-ways, time restraints all seemed to be being determined by others. It became apparent that it is extremely difficult to bargain or negotiate with tight time and financial restraints. In its final deliberating the Task Force felt it was time for the Town to take back the initiative and to have the parties bargaining with us and not us with them. The Task Force felt the best way to accomplish this and to solve many problems at the same time was to send out the R.F.P.'s (Request For Proposals) to national and international development companies offering them the opportunity to present to the Town their best plan to develop our entire industrial area. Attached to the R.F.P. would be a condition of linkage where it would be up to the developer to determine how the DPW facilities would be part of his plan. The Task Force recognizes that neither it, nor the Town, are experts in this field. The developers have the experience, money, and political know how necessary for the project. Let's use it! This is not the first time the Town has used linkage. The sale of the Community Center included the Developer accommodating the Elderly Drop-In Center. The Adams-Gentile property swap involved accommodating low income housing. The Task Force feels with the right R.F.P., developer initiative will provide several solutions to the DPW question. One such scenario might include a four story office building with a garage on the first floor to house the DPW facilities. In this scenario site costs could be reduced to the Town, but there are many other alternatives.

Fortunately 80% of such an R.F.P. has been done by our Industrial Development Committee with all information concerning the site. Such an R.F.P. could be sent out in December with replies due back by the end of February and negotiations taking place with a recommendation to the Annual Town Meeting.

If this recommendation is followed through, other benefits to the Town will accrue. A timetable of development will be realized enabling the Finance Committee and the Town to know the time of revenue projections and be able to plan.

Even if there is some delay in the TASC timetable, the cost involved is certainly not greater than the alternatives we have been studying. It should also be considered that TASC itself has much to gain from a well thought out and planned development.

The vote of the Task Force was unanimous to send out the R.F.P.'s and the follow through. The Task Force also voted to proceed with the two hearing processes that have been requested for the rail crossing as outlined in the Biggio option.

Board of Selectmen	Respectfully submitted, TASK FORCE COMMITTEE John W. Agnew, Jr., Chairman Paul C. Dustin John H. Russell
Board of Public Works	Charles A. Darby Douglass L. Barker Robert P. Griffin Anthony V. Fletcher
Conservation Commission	Camille V. Anthony Charles T. Costello
Planning Board	Maureen Rich Michael F. Slezak
Industrial Development Comm.	Daniel A. Ensminger Donald C. Stroeble Curt E. Nitzsche
State Representative	Geoffrey C. Beckwith
Finance Committee	Donald C. Allen Brian J. McMenamin

ARTICLE 1. The following Five Year Plan prepared by the FinCom, was presented by Philip B. Pacino as part of the study being made by the "Task Force" on the relocation of the Department of Public Works.

Mr. Moderator:

The FinCom as part of the study being made by the Task Force on relocating the DPW has prepared a Five Year Plan relating to the sale of real estate funds.

SALE OF REAL ESTATE FUNDS

Year		Worst Case	Probable Case	Best Case
FY 1986	Presently available	\$1,666,500	\$1,666,500	\$ 1,666,500
FY 1987	Community Center sale	1,117,000	1,117,000	1,117,000
FY 1988	Bear Hill sale		1,200,000	1,800,000
	John Street Landfill sale- front section only		1,170,000	5,600,000
FY 1989				
FY 1990				
FY 1991	John Street Landfill sale- rear section only		700,000*	2,100,000*
	TOTAL	<u>\$2,783,500</u>	<u>\$5,853,500</u>	<u>\$12,283,500</u>

The FinCom prepared 3 possible scenarios. The first is the worst case. This would be if no additional property is sold. The second is the probable case. This would be what the FinCom could conservatively expect to happen given certain assumptions. The third case is what we could expect to happen if everything worked perfectly.

For FY86, presently available is what the Town has on hand from the sale of the TASC property, a portion of the landfill site sold to McManus and the sale of the Depot, less the funds used to fund the current operational budget.

For FY87, the Community Center sale is the amount set forth in the present P & S Agreement on the property.

For FY88, the Bear Hill sale figures are based, under the probable case, on two buildings of 60 units each possibly being built and, under the best case, on three buildings of 60 units each. A neighbor to this property, Summit Towers, built three buildings on their property. The Bear Hill property has a similar acreage to the Summit Tower property. However, FinCom, not being architects, is unsure three buildings will fit on the Bear Hill property.

The John Street landfill sale - front section only figures are calculated with the DPW garage on the landfill site under the probable case and with the DPW garage not on the landfill site under the best case.

For FY90, the John Street landfill sale - rear section only is calculated on the same assumptions as the front section. The probable case has the DPW garage on the landfill. The best case has the DPW not on the landfill. The FinCom has asterisked this sale due to the possible problems relating to possible DEQE requirements. If required this would certainly have an effect on the sale involving both timing and price.

I want to thank the assessors, the members of the IDC and Ben Nichols of the Land Bank Committee for their assistance in preparing this Five Year Plan.

On motion of Paul C. Dustin it was voted to lay Article 1 on the table.

ARTICLES 11 & 12. On motion of Paul C. Dustin it was voted to take Article 11 and 12 from the table.

ARTICLE 11. On motion of Maureen Rich it was voted to indefinitely postpone Article 11.

46101

ARTICLE 12. On motion of Maureen Rich it was voted to indefinitely postpone Article 12.

ARTICLE 33. On motion of Paul C. Dustin it was voted that Article 33 be taken up out of order.

ARTICLE 33. On motion of Daniel A. Ensminger it was voted that the sum of Six Thousand (\$6,000) Dollars be transferred from the Overlay Reserve and appropriated for the purpose of marketing the John Street Industrial Area with provisions for the location of a new Department of Public Works facility. Said sum to be expended under the direction of the Industrial Development Commission, with the concurrence of the Task Force for the relocation of the Department of Public Works.

On motion of Michael A. Pacillo it was voted that this meeting stand adjourned to meet at 7:30 P.M. on Monday, November 18th, 1985, in the Memorial High School auditorium.

Meeting adjourned at 10:10 P.M.

126 Town Meeting Members were present.

A true copy. Attest:



Lawrence Drew
Town Clerk

46102

3 HOLE PUNCH

REPORT OF THE TASK FORCE
ON
RELOCATION OF THE DEPARTMENT OF PUBLIC WORKS

November 14, 1985

TASK FORCE

Board of Selectmen

Board of Public Works

Conservation Commission

Planning Board

Industrial Development Commission

State Representative
Finance Committee

John W. Agnew, Jr., Chairman
Paul C. Dustin
John H. Russell
Charles A. Darby
Douglass L. Barker
Robert P. Griffin
Anthony V. Fletcher
Camille V. Anthony
Charles T. Costello
Maureen Rich
Michael F. Slezak
Daniel A. Ensminger
Donald C. Stroeble
Curt E. Nitzsche
Geoffrey C. Beckwith
Donald C. Allen
Brian J. McManamin

46103



MUNICIPAL
BUILDING
617-942-0500

TOWN CLERK
READING, MASSACHUSETTS 01867



Lawrence Drew
Town Clerk

ADJOURNED SPECIAL TOWN MEETING
October 3, 1985

ARTICLE 2. On motion of Elizabeth W. Klepeis as amended by John W. Price, it was voted that Town Meeting instruct the Board of Selectmen to establish a Task Force consisting of a representative or representatives of the Board of Selectmen, Board of Public Works, the Planning Board, the Conservation Commission, the Industrial Development Commission and the Representative of the General Court. The Finance Committee shall appoint a liaison to this Task Force. The Board of Selectmen shall Chair said Task Force and each above-mentioned Board or Commission shall have one vote (regardless of the number of representatives serving). The Task Force shall be charged with reviewing the land currently zoned for industry located off Ash Street known as the Biggio property, and any or all contiguous property for the purpose of establishing a site for the Reading Board of Public Works facility. Said Task Force shall report back its findings to the November Town Meeting. This motion, as amended, was voted in the affirmative.

A true copy. Attest:

Lawrence Drew
Town Clerk

PREFACE

In doing this study and report certain premises were determined by the Task Force.

Although the Task Force realizes there has been controversy regarding the need for all the facilities as requested by the B.P.W., they did not feel any determination along these lines was in their charge from Town Meeting. Indeed they did not feel they had the knowledge or time to make any such decisions.

All costs of land acquisition, right-of-way, or other costs that would have to be negotiated and that are given in this report are only estimates. The estimates are based on information for similar costs in other projects, and were obtained from engineers, realtors, etc., who are knowledgeable in the field. The Task Force felt it had no authority to enter negotiations with anyone.

The Task force briefly considered sites in other locations in Town that have already been considered. It did so, however, not as a possible option for a full permanent site, but only if perhaps some small part of the DPW functions might be located away from the main facility. No conclusions were drawn.

When I took the job as Chairman of the Task Force, I must admit I was somewhat apprehensive as the members initially seemed almost diametrically opposed in their philosophies regarding a solution to the problem. I was delighted to find that everyone did their best, exploring with equal effort all possibilities. The Town has a right to be thankful they have such citizens, and I am grateful to them and honored to have served with them.

John W. Agnew, Jr.
Task Force Chairman

BIGGIO SITE

DESCRIPTION

The Biggio land consists of approximately 5.01 acres of land with .6 acres as a developed house lot with a 175 foot frontage on Ash Street and the remainder undeveloped. From its Ash Street frontage the northwest property line abutts residential property running in a northeasterly direction for about 165 feet. At this point the line turns about 90° running northwesterly along the rear of the abutting residential property for about 160 feet. Making an opposite 90° turn, it again runs northeasterly for about 650 feet abutting industrial properties and ends at the railroad tracks. The rear property line at the northeast of the lot abutts the railroad tracks for about 350 feet, making another approximate 90° turn to the southwest back to Ash Street. This property line abutts Transiron industrial land for about 665 feet, and then residential property to Ash Street for about 245 feet.

The front portion consisting of .6 acres is a developed house lot with a residential house. At the rear of this lot the topography of the land drops from about 117 feet to about 85 feet. Fortunately, however, the major part of this drop is in the first 50 feet. A borderline vegetated wetlands consisting of about an acre runs through the center of the rear portion of the land with the wettest part abutting the railroad tracks. Currently the only access to the property is from the Ash Street frontage.

THE STUDY

The Task Force approached this property as a possible site from four different concerns: cost of development, access to the property, environmental concerns, and potential for siting the proposed DPW facility on the property.

ENVIRONMENTAL CONCERNS

Wetlands - The wetland area on this site is approximately one acre in size (see exhibit A). The wetland area receives runoff from the upland watershed of the northern side of Ash Street. A defined channel running through the

wetland basin directs the water flow toward the railroad tracks. The wetland area is extremely flat and water moves through the site slowly. The site also has been disturbed by human activity. In some sections, the topsoil has been removed and the natural vegetation resultingly altered. The State law defines the boundaries of wetlands by the existing vegetation. Predominant wetland plants on the site include:

Buckthorn
Sensitive Fern
Swamp Maple
Black Alder
Joe-Pye Weed

Arrowwood
Purple Loosestrife
Tussock Sedge
Swamp White Oak
American Elm

Wetland Implications - Due to the wetland and floodplain conditions on this site, it would be necessary to relocate the wetlands to a site on the property abutting the railroad. Three different types of permits would be required.

1. Army Corps of Engineers, 404 Permit issued under the Federal Clean Water Act (application delay period = 60-90 days). This permit would be for the filling of a wetland area and would involve an assessment of the potential impacts of this proposed activity on the quality of the adjoining and downstream water.
2. Water Quality Certificate. This is a State permit issued by the Department of Environmental Quality Engineering (DEQE). This permit is required prior to the issuance of the 404 Permit referred to above and the application delay period is 90 days.
3. State Wetlands Protection Act (application delay period = 90-120 days). This proposed project calls for the alteration of more than the allowable maximum of wetlands under the State Regulations (max. = 5000sq. ft.). Therefore, a variance from the limitations of this specific regulation would be required. This request for a variance would be directed to the Commissioner of the DEQE for his approval. The request for a variance should include the following information:
 - A) a description of alternatives explored that would allow the project to proceed in compliance with the regulation(s), and an explanation why each is unreasonable;
 - B) a description of the mitigating measures to be used to contribute to the protection of the wetland interests identified in the Wetland Protection Act; and
 - C) evidence that an overriding public interest is associated with the project which justifies waiver of the regulation.

Significant Interests - The wetland area of the Biggio property is presumed to be significant to groundwater supply, to flood control, to storm damage prevention, and to the prevention of pollution. The site must be studied to determine the actual wetland value of these specific interests. A request for a variance, as described above, should demonstrate that the subject site does not provide the wetland value that is presumed as a part of the Regulations. Also, the request for a variance must provide a replicated wetland area that will function as well or better than the original.

Runoff Problems - The Biggio property presently is wooded and offers significant percolation for stormwater runoff. The proposed DPW facility, however, would require the paving and roofing of major areas of the site. This inevitable increase in stormwater runoff (per unit time) would be required to be detained in a pond-like basin. It is estimated that somewhere between one-half and three quarters of an acre would be required for this utility.

What The Regulations Mean - Environmentally, the Biggio property has significant problems for its potential use as a DPW facility. From the outset, an alteration of the quantity of wetlands proposed is outside the allowable tolerances of the State Wetlands Protection Act. Thus, a variance must be requested from the State. Variances are given sparingly. The variance request will only be considered if the Biggio property is a politically acceptable solution to the Town's siting of its DPW facility. Other permits which are necessary quite possibly present less problems than the variance procedure. It goes without saying, that any attempt to apply for permits and variances would require the unanimous cooperation of Town government and the Public.

Summation - The Biggio property presents serious environmental constraints. The fact that the site preparation work for this site is outside the limits of the State permit process casts serious doubt as to the feasibility of the project. Once the means of access to this site is settled, the next major hurdle will be the request to alter more than six times the allowable maximum of wetland area. The process for this permitting will require a period of four months and will demand enlightened preparation and political lobbying.

ACCESS TO THE PROPERTY

The Task Force examined the access problem from two points. First, an access road from John Street with a right-of-way over the railroad tracks; and second, from a right-of-way off Ash Street.

From a practical viewpoint the only site for a road from John Street to the rail tracks would be along the property line of Boston Stove and the new TASC land. This is a distance of about 950 feet. It would require a negotiated sale from TASC for the land.

There were two approaches to crossing the tracks: the first by a bridge, and the second a grade crossing. Different types of bridge construction were examined from a pier to a sloped fill section, as well as the amount of land needed for a bridge siting, and vehicle maneuverability getting off and on at the Biggio side. Estimated costs ran from one to three and one half million dollars. In addition, the bridge siting and access used up acres of land. Although the B&M and MBTA favored a bridge over other types of crossing, the Task Force rejected this option as too costly and not practical.

The second approach was a grade crossing which meant crossing four tracks at the location considered. A rubberized crossing with signals and gates was proposed. Through the efforts of Representative Geoff Beckwith we met with appropriate State Officials to discuss the possibilities of a crossing, and to determine what steps and procedures are necessary to gain State approval. Meetings were held with Tom Hubbard from the Governor's Economic Development Office; Eugene Sullivan, Jr., MBTA Director of Railroad Operations; and Daniel Breen, MBTA Assistant Chief Engineering Officer.

As a result of these meetings it was learned that two public hearings are necessary. The first is before the Middlesex County Commissioners, at which time the Town and the MBTA present their case for the Commissioner's approval. This has been scheduled for December 3, 1985. The second is before the Mass. Dept. of Public Utilities. Prior to this hearing the Town must request and pay for a study of costs to construct a grade crossing which must be done by the MBTA. The cost for this will be \$1500. It should be pointed out that if a crossing is approved the MBTA will handle all construction, although the Town will pay for it. It should also be pointed out that the MBTA and the B&M are very reluctant to approve any grade crossings, including this one; and that only rarely are these approved. Nevertheless, the Task Force feels there is a possibility for an approval.

Once across the track the crossing would end on land now owned by Transiron. It should be noted that in September of this year Transiron had no permanent industrial access to their property. At that time the Reading Board of Appeals allowed a variance to them to cross residentially zoned property on Ash Street as a permanent access. This is currently being contested in

Court by the residents of Ash Street. The amount of land needed for this crossing is more or less academic, as at this location part of the Transitron land will be needed to site the DPW facility. This will be taken up later in this report relating to siting.

It should also be pointed out that the cost of a crossing can be treated as a betterment with part of this being charged to Transitron.

The Task Force spent a good deal of time trying to determine the cost of a grade crossing access as discussed. Although some discussions were held with the principals regarding the Biggio and Transitron land, there were no formal negotiations started or made. No meetings were held with TASC. As a result, any cost figures here are only estimates made from material gathered from realtors, engineers, etc. It should also be kept in mind that all work must be done under law at the prevailing wage rate, at State and Federal specifications, and by MBTA and B&M work crews.

An estimated cost is as follows.

Cost of Road Construction from John Street to Tracks	\$103,000
Cost of Right-of-Way from John Street to Tracks	240,000
Cost of Utilities	105,000
Water - 16,000	
Sewer - 20,000	
Gas - 9,000	
Electric - 60,000	
Cost of Crossing - Rubberized with Signals and Gates (Minus Betterment Cost to Transitron)	650,000
Cost of Transitron Property (See Siting)	
Cost of Railroad Right-of-Way	<u>100,000</u>
<u>TOTAL</u>	\$1,198,000

In addition, maintenance costs and inspection fees for the crossing will run approximately 15 to 20 thousand dollars per year.

The cost of the railroad right-of-way is not known.

Several points of access from Ash Street were briefly discussed, but considered too controversial to be seriously considered with one exception. That exception was a proposed right-of-way off Ash Street across and between the south end of land currently owned by Lux at 238 Ash Street, and land currently owned by Shurman at 246 Ash Street. This right-of-way would run in an easterly

direction to the end of the Lux property and turn southerly about 80 ft. across land now owned by Babcock, and then across land owned by Paulson to the Biggio property (see exhibit B). This right-of-way would be on industrial zoned property. If this is seriously considered and not negotiated, the Task Force would recommend taking by eminent domain. Costs associated with this as an access option are as follows.

Roadway Construction (With full curbing but no sidewalks, due to lack of proper width.)	\$52,000
Electrical	60,000
Water Main Construction	20,000
Sewer Main Construction	20,000
Gas Main Construction	11,000
Right-of-Way Costs	<u>175,000</u>
<u>TOTAL</u>	\$338,000

Consideration was given to the portion of Biggio property fronting on Ash Street. Because of the sharp grade at the rear of the house lot, this idea was rejected.

The Task Force did not really consider the Ash Street access as a ideal access. Among other things would be traffic problems created at the junction of Ash and Main Streets.

The third consideration was determining a foot print for siting the DPW facilities on the property. (See exhibits A & C.) Two separate siting plans were made by the DPW. The first was with office space, and the second without. The first plan would involve taking approximately 4.32 acres of Transitron land. It would also involve relocating the wetland vegetate area to a storm water storage area consisting of about an acre next to the railroad tracks at the northeast side of the Biggio property. In looking at exhibit A, the arrows by the shop areas, maintenance and heated vehicle storage indicate door bays. The area outlined in a dotted line and stating Bordering Vegetated Wetlands would be an outdoor storage area for pipe, sand, etc. The buildings are located to act as a shield to obscure this unsightly yard area from Transitron, keeping in mind future development of the Transitron property. There is really little room to place the DPW buildings in another formation. The site topography with the steep embankment on the west side (see dotted line edge of embankment) has the rear of the heated vehicle storage building acting as a retaining wall against the embankment. To the east are relocated

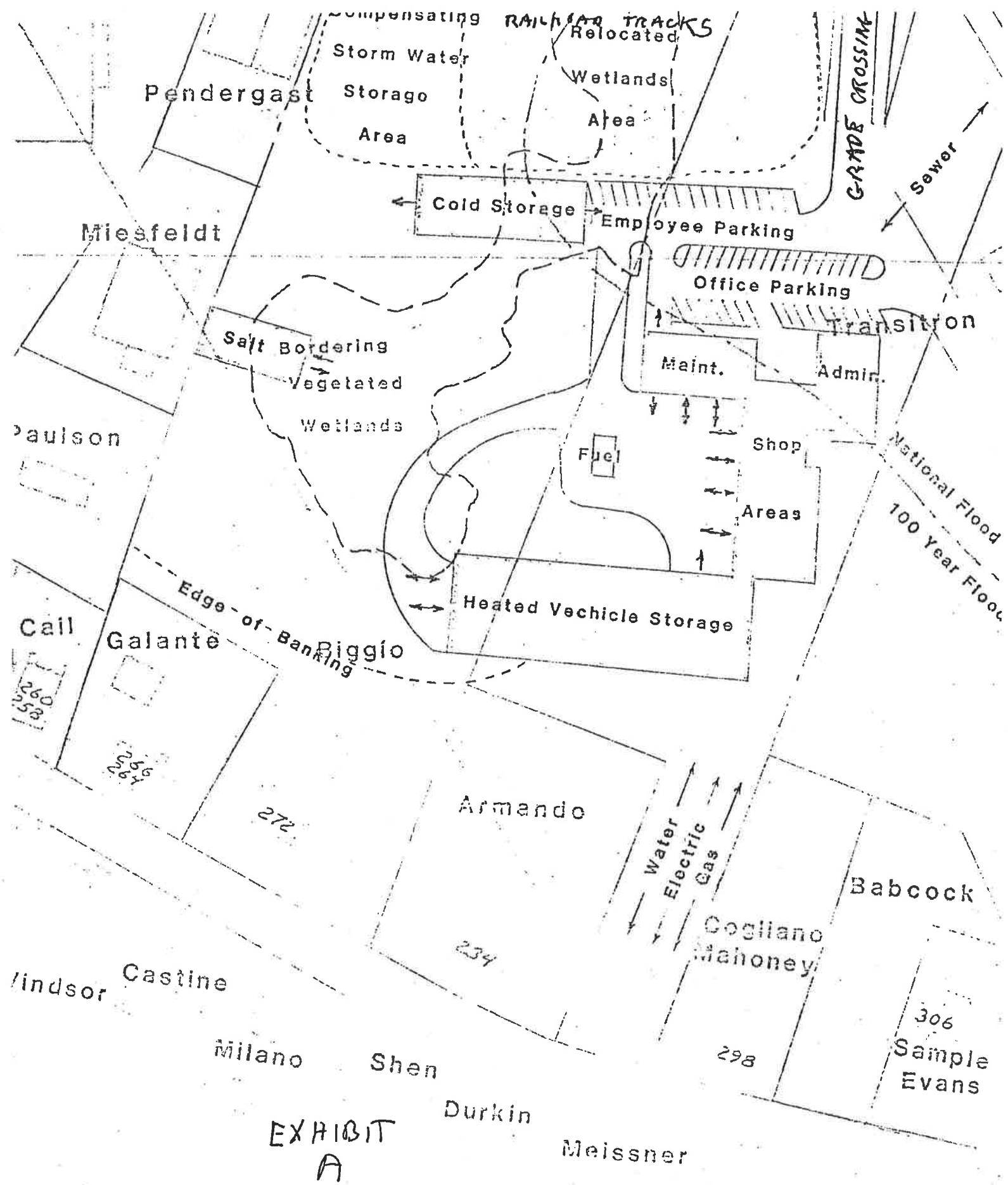
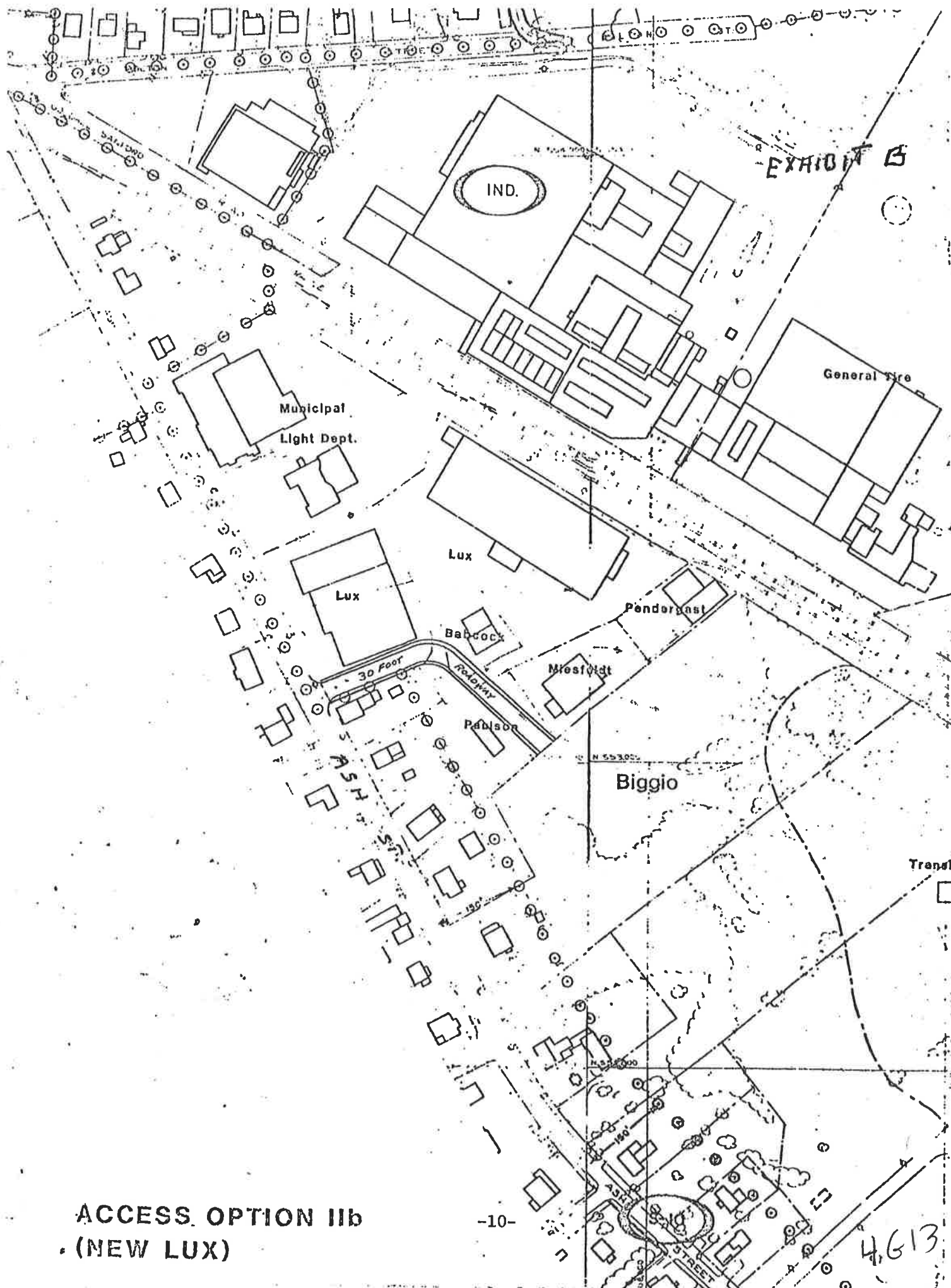


EXHIBIT
A

46112



ACCESS OPTION IIB
(NEW LUX)

Station
+
601

EXHIBIT C

Station
+
607

RAIL ROAD

GRADE CROSSING

endergast

feldt

Transitron

Bordering
Vegetated
Wetlands

National Flood Insurance
100 Year Flood

Galante

Biggio

Armando

Babcock

Cogliano
Mahoney

306
Sample
Evans

Castine

ndsor

Milano

Shen

298

284

272

46114

wetlands. In the second siting by eliminating the office building and, therefore, the need for office parking space some land is gained, but not much.

Borings were taken by the Task Force at four points, basically one at the proposed salt storage, cold storage, shop area, and vehicle storage. It would appear that a normal foundation design could be utilized at this site.

Costs of development for the Biggio/Transitron site are estimated as follows.

Clear and Grub 7 Acres @ \$1000	\$7,000
Strip and Remove Loam 12,000 c.y. @ \$3.50	42,000
Excavate and Remove Surplus 20,000 c.y. @ \$3.75	75,000
Relocate Wetland	
Excavate and Dispose 1500 c.y. @ \$3.50	5,250
Replace Loam 1500 c.y. @ \$1.25	1,875
Vegetation L.S.	15,000
Compensatory Area	
Excavate and Dispose 700 c.y. @ \$3.50	2,450
Fine Grade 20,000 s.f. @ .05	1,000
Control Structure L.S.	6,500
<u>TOTAL</u>	\$156,075

Finally, full cost options for acquiring, preparing and developing access to this site were compared.

Option No. 1 With Rail Crossing

Cost of Acquiring Biggio Land Without House &	
Cost of Acquiring Transitron Land	\$900,000
Cost of Access With Rail Crossing	1,198,000
Cost of Land Development	<u>156,075</u>
<u>TOTAL</u>	\$2,254,075

Option No. 2 Access From Ash Street

Cost of Acquiring Biggio Land Without House &	
Cost of Acquiring Transitron Land	900,000
Cost of Access from Ash Street	338,000
Cost of Land Development	<u>156,075</u>
<u>TOTAL</u>	\$1,394,075

46115

GENERAL TIRE

DESCRIPTION

The General Tire Plant is a large rambling light manufacturing plant with buildings having a total area of about 260,000 square feet. The land is zoned industrial and access is from a road leading to the plant from John Street near Boston Stove. The southerly line of the lot abutts the railroad tracks, the easterly side Boston Stove, the northerly side John Street and Bolton Street, and the northwesterly side Cerrentani's Supermarket.

The facility is made up of many separate buildings of different design and construction, and obviously was developed over a long period to time. The major amount of floor space is \pm four feet above grade, and the design criteria is for light diversified manufacturing. Column spacings vary from building to building, as do elevations. The buildings at the south end are of fairly "modern" construction: steel columns, structural steel, metal deck, concrete floors, and sprinklers. Column spacing varies from 24' x 30', 16' x 18', to 16' x 16'. Walls are generally 6" and 8" concrete block raised to the metal deck. Windows are quite closely spaced.

DEVELOPMENT POSSIBILITIES

The plant has recently been bought by Damon Industries of Watertown, Mass., a manufacturing company making metal fastenings. It is the company's intention to use 100,000 sq. ft. of the 260,000 sq. ft. available. The company is renovating the building through industrial revenue bonds and a U.D.A.G. grant. Some of the remaining space has already been leased. Members of the Task Force spoke with the owner, Mr. George Danis, who offered as the only space available for a DPW facility an area in the northeast corner of the lot along with approximately 1.8 acres of yard. See exhibit D. Although no serious discussions were held with Mr. Danis, he indicated that portion of the plant would rent for about \$5.42 per sq. ft. Given the amount of space needed, this would be approximately \$200,000 per year. A great deal of renovation would be needed before the space could be used. Some of the required work is as follows.

1. Garage door openings made (none exist) and overhead doors installed.
2. Ramps into the building would have to be constructed, and these would only be allowed in the small yard area, cutting more space for outside storage.
3. Truck, garage and shop areas would have to be separated by two (2) hour fire walls and doors necessitating new interior footings.
4. Major sprinkler, heating and window modifications are necessary, and a complete ventilation system would have to be installed.
5. Office partitioning would have to be made, along with wiring, etc.

If all of the above were accomplished, there would still be a major obstacle which is the columns. Their spacing would make it very difficult for vehicle maneuvering. In fact, more space than normal would be needed for any maneuvering.

CONCLUSION

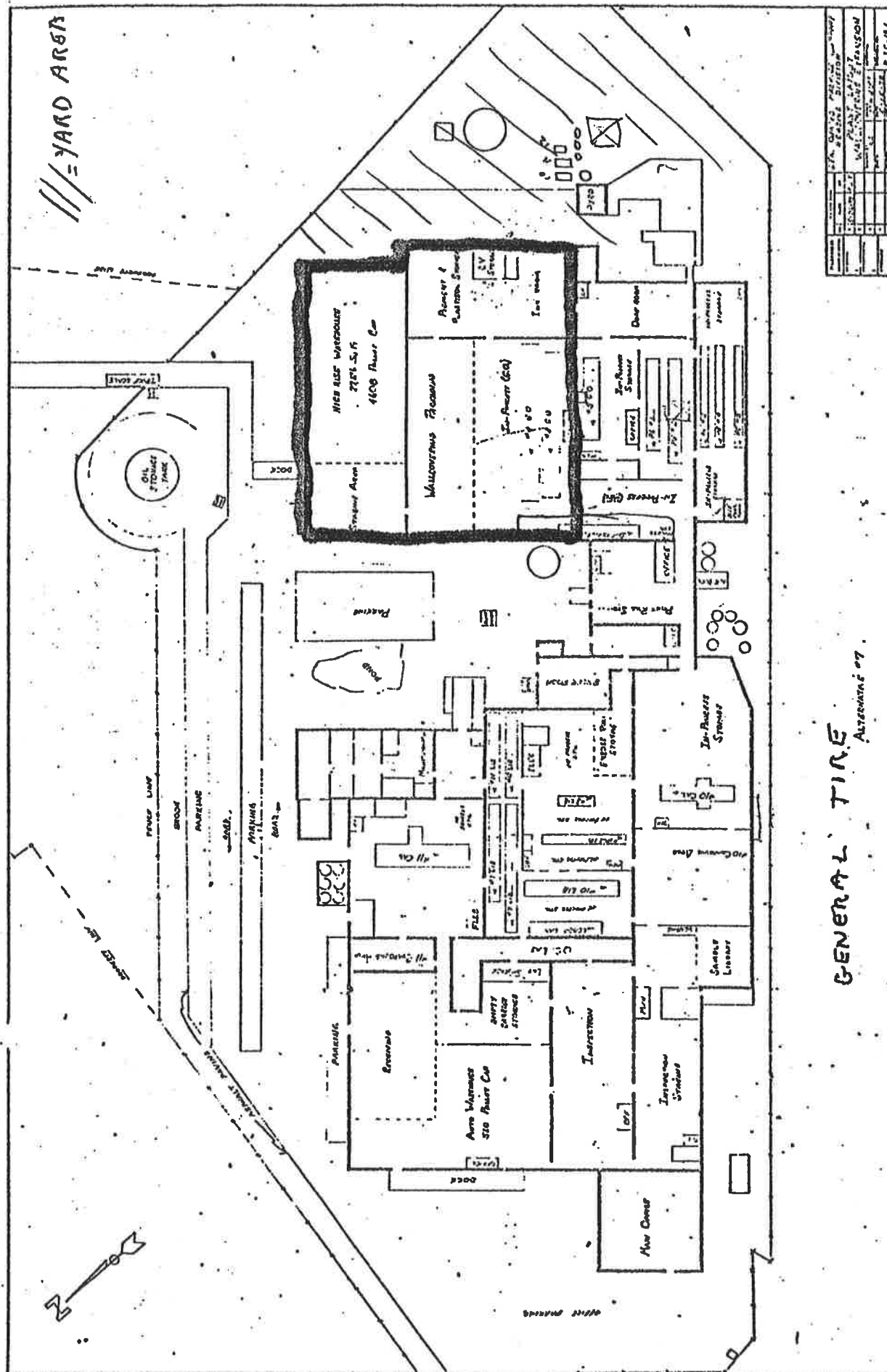
When first considering this building, the Task Force had in mind a ten year lease. It was felt that this would immediately solve the time problem of the DPW move, and would allow time needed to explore other possibilities. It was also felt that within the ten year period the Town's financial picture would have improved considerably with an increased tax base resulting from the landfill development.

It became apparent that this option would be too costly. Estimated renovations could run as high as one (1) million dollars, and this done on property we would not own. In addition, even with the renovations there would be the column problems, as well as outside storage space.

EXHIBIT D

JOHN ST.

YARD ARGB



GENERAL TIME

[illegible]

46118

JOHN STREET SITE

Much has been written and discussed concerning this site, and it is not the intention of this report to be redundant in reviewing the possibility. For its deliberation the Task Force looked at this site for comparative purposes of the site only, and the ramifications of its use in the proposed development of the Town's industrial land. For comparative analysis the Task Force used a site preparation cost figure of 1 million dollars for this site.

THE REVENUE CONSIDERATIONS

The Task Force felt from the beginning of its deliberations that not only must a site be feasible from a cost and utilization standpoint, but also that it not impede the revenue potential of an expanded tax base for the Town through industrial development. The Town faces a financial crises with very little light at the end of a long tunnel. On one side the Town is tightly restricted in its ability to raise revenue and on the other side a series of rising costs and lost revenue over which it has no control. Liability insurance, health insurance, pensions, water and sewer rates, architectural barriers, mandates, environmental mandates, Fair Labor Standards Act mandates are all costs over which we have no control and are rising faster each year than the Town is allowed to increase revenue under Proposition 2½. To add to the problem is the potential loss of Federal Revenue Sharing Funds and cost of living increases to employees. The so called "Doom and Gloom" report of the Finance Committee (see exhibit E) is if anything optimistic. Nor will the current projected sale of land in itself answer the problem (see exhibit F). In addition the Town faces other building problems. The Central Fire Station is not structurally sound to house proposed new equipment. The sale of the Community Center means the cost of new quarters for the Town Offices housed there.

The Town has only three means to meet these problems. Override of Proposition 2½ which has already been rejected, large cuts in service-the Town already has rejected small cuts such as the elimination of the dog officer or increasing its tax base. In regards to the latter the Town has eliminated most residential expansion through zoning and conservation which leaves industrial development. It is for these reasons the Task Force spent a good deal of its time relating the DPW location and its impact on the industrial zoned area at John Street.

EXHIBIT E

Budget Presentation

	<u>FY87</u>	<u>FY88</u>	<u>FY89</u>	<u>FY90</u>	<u>FY91</u>
Prior Year Budget	26,792,394	27,859,768	29,527,912	30,780,713	31,729,154
Pension	250,000	250,000	250,000	250,000	250,000
Group Insurance	100,000	100,000	100,000	100,000	100,000
Casualty Insurance	200,000				
Debt Service Decrease	(238,000)	(65,000)	(74,000)	(232,000)	(357,500)
New Debt Service		590,000	270,000		
New Debt Service Decrease			(260,000)	(44,000)	(44,000)
Salary Increase	755,375	793,144	832,801	874,441	918,163
	27,859,768	29,527,912	30,880,713	31,729,154	32,555,817
Other Appropriations	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000
	29,759,768	31,427,912	32,780,713	33,629,154	34,495,817
Less Receipts&Revenues	12,300,000	12,100,000	12,100,000	12,100,000	12,100,000
To be raised from levy	17,459,769	19,327,912	21,680,713	21,529,154	22,395,817
Levy limit					
Prior Year levy	15,693,497	16,235,834	16,811,730	17,572,023	18,361,324
2½ thereon	392,337	405,896	420,293	439,301	459,033
New construction	150,000	170,000	340,000	350,000	460,000
	16,235,834	16,811,730	17,572,023	18,361,324	19,280,357
Surplus (Deficit)	(1,223,935)	(2,516,182)	(3,108,690)	(3,167,830)	(3,115,460)
Sale of Real Estate funds		590,000	834,000	790,000	746,000
	(1,223,935)	(1,926,182)	(2,274,690)	(2,377,830)	(2,369,460)

EXHIBIT F

SALE OF REAL ESTATE FUNDS

<u>YEAR</u>		<u>WORST CASE</u>	<u>PROBABLE CASE</u>	<u>BEST CASE</u>
FY 1986	Presently available	1,666,500	1,666,500	1,666,500
FY 1987	Community Center Sale	1,117,000	1,117,000	1,117,000
FY 1988	Bear Hill sale		1,200,000	1,800,000
FY 1988	John St. Landfill sale - front section only		1,170,000	5,600,000
FY 1990				
FY 1991	John St. Landfill sale - rear section only		700,000	2,100,000
TOTAL		<u>2,783,500</u>	<u>5,853,500</u>	<u>12,283,500</u>

FINANCIAL SIGNIFICANCE OF THE LANDFILL

The landfill is a vital resource for the future financial stability of the Town of Reading. Its importance is seen in two ways: in the financial gains that it can yield in its own right, and in the effect that the landfill will have on enhancing the development and redevelopment potential of our entire 90 acre industrial area. Be assured on two points first, there IS a demand for additional first-class office park and hotel development along the Route 128 belt, as the Planning Board's consultant showed; and second, there are a number of well-known developers who have expressed serious interest in developing the landfill.

The Task Force, with the assistance of the Industrial Development Commission, has prepared some estimates of the land sales and tax revenues which the Town can expect to realize over the next ten years from development of the landfill (see exhibit G). Three different development scenarios are portrayed here, the top two with the DPW on the landfill, and the bottom one, without the DPW there. Scenario 1A represents the most likely type of development one can expect next to the DPW: average-quality motel and R&D facilities. Scenario 1H represents a far less likely outcome, with the assumption that a first-class hotel is built next to the DPW and that top-quality office buildings occupy the remaining landfill. Scenario 2 represents the most likely type of development if the DPW is moved off the landfill. In this scenario, first-class office space shares the front of the landfill with a quality hotel, with further office development of similar quality being built on the rear of the landfill in three years.

A comparison of land sales revenues for these scenarios shows values of \$1.9 million from Scenario 1A, \$4.4 million from Scenario 1H, and \$7.8 million from Scenario 2. The first revenues, which result from sale of the front dump land along John Street, are predicted to occur in FY 88. Under Scenario 1A these revenues are \$1.2 million, while under Scenario 2 they are \$5.6 million.

46123

This is a difference of \$4.4 million in land sales revenues two years down the road.

When land sale revenues from the back of the landfill and tax revenues from both front and rear are added, the difference between Scenarios 1A and 2 widens to \$16 million over a 10 year period and to \$39 million over a 20 year period.

46124

EXHIBIT G

REVENUES FROM LANDFILL DEVELOPMENT

(In Millions of 1985 Dollars)

Development Scenario	Land Sale Revenues	10 Year Tax Revenues	20 Year Tax Revenues	Total 10 Year Revenues	Total 20 Year Revenues
Scenario 1A DPW on landfill Average-quality hotel and R&D on remainder	\$1.2 (FY'88) \$0.7 (FY'91) \$1.9	\$5.5	\$18.9	\$7.4	\$20.8
Scenario 1H DPW on landfill High-quality hotel and office park on remainder	\$2.4 (FY'88) \$2.0 (FY'91) \$4.4	\$9.9	\$33.5	\$14.3	\$37.9
Scenario 2 DPW at another site High-quality hotel and office park on entire landfill	\$5.6 (FY'88) \$2.2 (FY'91) \$7.8	\$15.6	\$52.2	\$23.4	\$60.0

*

* Optimistic scenario, less likely than 1A

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SUMMARY AND CONCLUSIONS

After reviewing all of these studies, the Task Force reached the following conclusions.

GENERAL TIRE PROPERTY

The Task Force rejected this as an option. The potential modification cost of a million dollars, plus the fact that with modifications there is not adequate yard space and the column problem made the site impractical.

BIGGIO PROPERTY

The possibilities of this as an option is dependent upon obtaining permission for a rail crossing and permission to relocate the wetlands. The prospects of obtaining a rail crossing are not good. The environmental process for receiving permission to relocate the wetlands is a fragile one. At any one of the steps that have to be taken for this process, problems can occur.

The site as proposed does not offer many options for modifications or expansion due to the topography and wetlands. This should be taken into consideration if future plans for expansion are considered.

It should also be noted the Task Force felt that TASC would hardly be enthusiastic at the prospect of a fleet of trucks crossing their property every day. TASC has been rapidly expanding, and has indicated they might want to build a third building. They have already rented the new office space at Boston Stove.

Last but not least, this option is expensive. The rail crossing option would add 1.2 million dollars for site cost over the 1 million dollar site preparation figure at John Street. The Ash Street option would add approximately \$200,000 for site costs over the site preparation at John Street. Some members of the Task Force felt that in spite of the additional cost, this was a good investment, if based against the possible nine million dollars extra the John Street site would produce without the DPW facility. The Ash Street costs do not include any costs which might arise for legal expenses arising from litigation on the takings.

If the Ash Street option was taken, the traffic problems at the junction of Ash and Main Street would still persist.

RECOMMENDATIONS

During the review process a feeling developed that the Town had lost control. Every option seemed to rest on the decisions of outside influences. Cost of land acquisitions, permits, right-of-ways, time restraints all seemed to be being determined by others. It became apparent that it is extremely difficult to bargain or negotiate with tight time and financial restraints. In its final deliberating the Task Force felt it was time for the Town to take back the initiative and to have the parties bargaining with us and not us with them. The Task Force felt the best way to accomplish this, and to solve many problems at the same time was to send out R.F.P.s (request for proposals) to national and international development companies offering them the opportunity to present to the Town their best plan to develop our entire industrial area. Attached to the R.F.P. would be a condition of linkage where it would be up to the developer to determine how the DPW facilities would be part of his plan. The Task Force recognizes that neither it, nor the Town are experts in this field. The developers have the experience, money, and political know how necessary for the project. Lets use it! This is not the first time the Town has used linkage. The sale of the Community Center included the Developer accomodating the Elderly Drop In Center. The Adams-Gentile property swap involved accommodating low income housing. The Task Force feels with the right R.F.P., developer initiative will provide several solutions to the DPW question. One such scenario might include a four story office building with a garage on the first floor to house the DPW facilities. In this scenario site costs could be reduced to the Town, but there are many other alternatives.

Fortunately 80% of such an R.F.P. has been done by our Industrial Development Committee with all information concerning the site. Such an R.F.P. could be sent out in December with replies due back by the end of February and negotiations taking place with a recommendation to the Annual Town Meeting.

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If this recommendation is followed through, other benefits to the Town will accrue. A timetable of development will be realized enabling the Finance Committee and the Town to know the time of revenue projections and be able to plan.

Even if there is some delay in the TASC timetable, the cost involved is certainly not greater than the alternatives we have been studying. It should also be considered that TASC itself has much to gain from a well thought out and planned development.

The vote of the Task Force was unanimous to send out the R.F.P.'s and the follow through. The Task Force also voted to proceed with the two hearing processes that have been requested for the rail crossing as outlined in the Biggio option.

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TOWN OF READING



**BOARD OF PUBLIC WORKS
REPORT TO SPECIAL TOWN MEETING
SEPTEMBER 23, 1985**

46130

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TOWN OF READING



MASSACHUSETTS

OFFICE OF

BOARD OF PUBLIC WORKS

MUNICIPAL BUILDING

READING, MASS. 01867

DOUGLASS L. BARKER, *Chairman*
BARRY E. HAMPSON, *Secretary*
ARTHUR POLYCHRONES
ROBERT P. GRIFFIN
J. R. BOUCHER
A. V. FLETCHER, P.E., *Superintendent*

Dear Town Meeting Members:

During the past seven months (since February Town Meeting), the Board of Public Works has conducted further review and analyses of the process necessary to relocate the John Street facility displaced by the sale to TASC.

The Board of Public Works continues to favor the plan previously approved by the April 1984 Town Meeting of moving to the landfill site.

Attached, you will find a series of information pages, some updated from the Facility Relocation Committee Report, which we hope will answer any questions you may have.

Please feel free to contact any member of the Board and discuss this matter in more detail.

Respectfully submitted,

Douglas L. Barker Chairman
Barry E. Hampson Secretary
Arthur Polychrones
Robert P. Griffin
James R. Bouché

JOHN STREET OVERVIEW:

Since our last report, work has continued on the John Street site. The sewer line has been completed and the drainage ditch has been relocated. Work continues in the areas outside of the facility site to meet D.E.Q.E. requirements for the closure of the sanitary landfill according to the approved plan. Delivery of the ash used for cover is complete, and the loaming and seeding will be done in the fall, pending the availability of loam stock.

Since the final bids were received, additional thought has been devoted to the design and the cost of the facility. We can expect to spend additional money to reopen the process and to meet expected inflation increases of + 5%. In addition, the Board now believes that we must reverse one of the compromises originally agreed upon to lower the final price. The Board now feels that reducing the final bid price by eliminating the structural floors in the main vehicle storage shed sacrificed quality and created an unwanted risk factor. Assuming that the facility is still to be built as planned on the John Street site, the Board now feels that the structural floors should be reinstated to assure the structural integrity of the facility. As an adjustment against the added cost, the welding bay has been eliminated.

Elimination of the welding bay - Savings \$68,000

Add Structural Floors - Cost \$100,000

(For the final breakdown of costs please see Facility Design & Cost schedule - Page 10)

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One idea has been whether the facility could be relocated to the rear portion of the dump site where the debris from the front portion has been deposited. The Board does not consider this to be a viable option. The general attitude of the Solid Waste Division of D.E.Q.E. has been to reject grant permits for construction on new or "young" landfills. In addition, the costs for constructing on this portion of the landfill will be prohibitive. Site assessment alone could cost approximately \$100,000. Time delays of upward to two years can be anticipated in order to assure compliance with all current laws and regulations pertaining to the protection of the environment. In the unlikely event that a permit was eventually obtained, an extensive boring and solid waste analysis would be required at an expenditure of approximately \$100,000 and a delay of two to three months can be anticipated. When this proposal was reviewed by our consultants, they concurred that an additional expenditure of \$1,000,000 would be a realistic projection.

NIKE SITE OVERVIEW:

The parcel is located on Haverhill Street adjacent to property number 321 and is accessed by a narrow road approximately 400 feet long. The property is owned by the Town of Reading. This site contains 24.4 acres of land, 5 acres of which is delineated wet land. Due to the shape of the site, facility construction would effectively block out development on the additional acreage. The wet land area is mainly confined to the north end of the property and the site is large enough so that construction of a facility could take place without violating the provisions of the Wet Lands Protection Act.

Existing buildings:

Formerly used for missile storage and launching, the site contains grade level, simply constructed block buildings used for barracks, offices, vehicle storage and maintenance. Three existing sub surface launching pits have been stripped and the pad doors have been welded shut. Buildings can be easily and cheaply demolished, but the launching pits, which are full of water, would have to be pumped dry and filled with acceptable fill material. Demolition costs to remove existing buildings in the missile storage area and to fill the pits is estimated to be approximately \$50,000.

Development Concerns:

Past experience with the site indicates no unusual sub surface conditions that would result in extraordinary construction costs; however, the narrow access road would not be acceptable for Public Works trucks entering Haverhill Street. A land taking of some size, either the whole

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abutting property or a portion thereof would be necessary. Cost of eminent domain taking is approximately \$150,000, but present owners have expressed an unwillingness to sell.

Citizens Concerns:

Traffic safety: The site is located in a highly residential area and is in close proximity to an elementary school, parks and a church. Haverhill Street is already heavily travelled as an access road from the 128 Wakefield area to North Reading. In addition, the site is located on a short radius curve and visibility is limited; a costly arrangement of traffic signals and flashing approach signs will be required. Haverhill Street traffic is heavy in the morning and evening hours, a time when Public Works crews are in full operation.

Operational Noise: The noise levels will be higher than the relatively quiet ambient background is at present. The site is 400 feet from the street and the facility would be located an additional 200 feet easterly.

Environmental Issues: Though the Wet Land Protection Act does not impair the possibility of construction, the concerns for preservation of this site as the only currently identified future water source have great impact in the decision making process. There is a strong public concern that the Cedar Swamp-Bare Meadow area is a source of potable water. The only way to substantiate this perception is to do a ground water study that would include test wells and quite possibly seismic analysis.

Conclusion: Though the site may be implementable, citizen concerns and the potential of the site as a future water source, will have a negative effect on the selection process. The least that should be done, if consideration of this site is demanded by Town Meeting, is to perform a complete hydrological survey. The cost would be about \$100,000 and require a year or year and one half to complete. Additional costs for assessment of highest and best use are undetermined.

TYLER & REYNOLDS

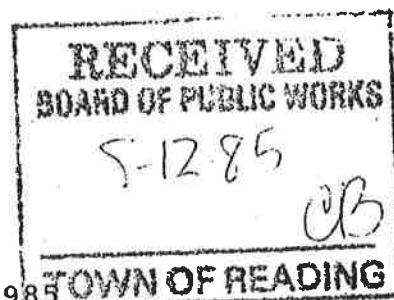
PROFESSIONAL CORPORATION

COUNSELLORS AT LAW

ONE BOSTON PLACE

BOSTON, MASSACHUSETTS 02108

TELEPHONE 617-523-6550



August 9, 1985

Mr. Anthony V. Fletcher
Superintendent
Board of Public Works
Town of Reading
16 Lowell Street
Reading, MA 01867

Re: Public Bidding

Dear Tony: ,

You have asked my advice as to the propriety of putting a public works contract out to bid prior to Town Meeting appropriating the funds for such project. I have discussed the matter with the Department of Labor and Industries; and it is their position that it is totally inappropriate to take such action even under the Awarding Authority's reservation of right to reject all bids and that it could subject the Awarding Authority to claims for reimbursement of bidders' costs and expenses incurred in preparing their bids.

If you have any further questions with regard to this matter, please do not hesitate to contact me at any time.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Ted", followed by a horizontal line.

H Theodore Cohen

HTC/cf

46138

MEMORANDUM

TO: Board of Public Works

FROM: A.V. Fletcher, P.E., Superintendent

DATE: July 26, 1985

RE: John Street Facility Location; Space Requirement

There has been comment circulated that the Board of Public Works should and could build a facility on a piece of property not exceeding five acres.

The facility proposed for John Street will be located on a site of 8.2 acres. The drainage ditch that traverses the site is two acres in size, and effectively cuts off approximately $\frac{1}{2}$ acre along the frontage line, leaving a net of 5.7 acres for actual use. The facility proposed contains 50,000 square feet, reducing available storage area to 4.5 acres. Minimum parking requirements and paved areas for vehicle routing and fuel storage requires $1\frac{1}{2}$ acres, leaving a total of 3 acres for planned storage use.

Sand and salt storage and area mixing requires a minimum of $\frac{1}{2}$ acre reducing final storage area to $2\frac{1}{2}$ acres. The Town nursery and loam stock pile require an area of one acre, leaving an area of $1\frac{1}{2}$ acres to handle pipe, curbing, cast iron, lumber, pea stone, and gravel storage without consideration for areas for vehicle passage to load and unload materials.

Use of the proposed John Street site will be very restricted and really should contain two additional acres. Doubters need only look at the five acres that the Department is trying to operate from at the present time and most of our storage operation is not on site but has been moved across the street. Imagine the present site after a snowfall! Operations currently restricted to the five acres provided on the TASC site have been severely curtailed, and that is with the storage operation moved across the street.

A great number of towns and cities were contacted relative to building size and area used. These figures were included as part of the Facility Committee Report. In evaluating each community the following must be taken into consideration:

- a. Size of community
- b. Services rendered
- c. Functions under DPW
- d. Sewered or unsewered community
- e. Water Treatment (Plant or direct MDC)
- f. Satellite storage areas
- g. Plowing (private, town, or combination)

I feel confident that there is no community providing our level of operations with less than 7 - 8 acres.

Memorandum
July 26, 1985
Page 2

There has also been discussion that the Department of Public Works should be utilizing Town owned land behind the Texaco Station on John Street. Since all the acreage in this parcel is in wetlands, and there is no possibility of developing compensatory wetland area, these three (3) acres can not be considered for any Public Works use other than for snow dumping.

There is little doubt that the Department will have to utilize space somewhere on the Water Treatment Plant property on Strout Avenue. No consideration will be given to a site smaller than that net area of the John Street site!

AVF:cmk

9/23/85 S.T.M.

MOTION UNDER ARTICLE 6

MOVED: THAT THE TOWN VOTE TO REAFFIRM THE VOTE TAKEN UNDER ARTICLE 14 OF THE WARRANT FOR THE APRIL 26, 1984 SPECIAL TOWN MEETING WHEREBY THE CARE, CUSTODY, MANAGEMENT AND CONTROL OF A PORTION OF THE TOWN OF READING LANDFILL WAS TRANSFERRED TO THE BOARD OF PUBLIC WORKS FOR USE AS A SITE FOR THE BOARD OF PUBLIC WORKS GARAGE AND RELATED FACILITIES.

BOARD OF PUBLIC WORKS

MOTION UNDER ARTICLE 7

MOVED: THAT THE SUM OF THREE MILLION SEVEN HUNDRED THOUSAND DOLLARS (\$3,700,000.00) BE RAISED AND APPROPRIATED FOR THE CONSTRUCTION OF A BOARD OF PUBLIC WORKS GARAGE AND RELATED FACILITIES INCLUDING DESIGN, ENGINEERING, CONSTRUCTION, FURNISHINGS AND ALL OTHER ASSOCIATED COSTS, AND TO MEET SAID APPROPRIATION THE SUM OF THREE MILLION SEVEN HUNDRED THOUSAND DOLLARS (\$3,700,000.00) BE RAISED AND APPROPRIATED BY BORROWING, AND THAT THE TOWN TREASURER WITH THE APPROVAL OF THE SELECTMEN, BE AND SHE HEREBY IS, AUTHORIZED TO BORROW SAID THREE MILLION, SEVEN HUNDRED THOUSAND DOLLARS (\$3,700,000.00) AND TO ISSUE AT ONE TIME OR FROM TIME TO TIME, BONDS OR NOTES OF THE TOWN FOR SAID THREE MILLION, SEVEN HUNDRED THOUSAND DOLLARS (\$3,700,000.00) PAYABLE IN ACCORDANCE WITH CHAPTER 44 OF THE GENERAL LAWS SO THAT EACH SUCH ISSUE SHALL BE PAID IN NOT MORE THAN TEN YEARS (10) FROM ITS DATE OR AT SUCH EARLIER TIME AS THE TREASURER AND SELECTMEN MAY DETERMINE AND SAID BONDS OR NOTES SHALL BE SIGNED BY THE TREASURER AND COUNTERSIGNED BY THE SELECTMEN, AND THAT THE BOARD OF PUBLIC WORKS BE, AND IT HEREBY IS, AUTHORIZED TO PROCEED WITH SAID IMPROVEMENTS AND ENTER INTO ALL CONTRACTS AND AGREEMENTS WITH RESPECT THERETO AND TO DO ALL OTHER ACTS AND THINGS NECESSARY OR PROPER FOR CARRYING OUT THE PROVISIONS OF THIS VOTE.

BOARD OF PUBLIC WORKS

(DRAFT MOTIONS, SUBJECT TO APPROVAL FROM TOWN COUNSEL)

46141

REPORT ON THE DUBITZKY PROPERTY

SPECIAL TOWN MEETING

SEPTEMBER 23, 1985

On motion of Mr. Philip D. LeBlanc at the Special Town Meeting held June 24, 1985, the Board of Public Works was instructed to review the Dubutizky property on Salem Street as a potential site for the new Department of Public Works facility.

The following analysis of the property was completed by the DPW staff, and reviewed and accepted by the Board. This information was sent to Mr. LeBlanc on August 7, 1985, with copies to the Board of Selectmen, Town Moderator, Planning Board, Industrial Development Commission, Conservation Commission and Board of Health.

AREA:

The attached map shows the location of the subject property at the intersection of Salem and Torre Streets, formerly the site of a super-market and flea market. The property consists of two parcels as discussed below:

- a. The 6.01 acre parcel is zoned S-10 and more than half of this parcel is within the Wetland Zone or within the 100 foot buffer zone included in the wetlands protection act. There is little chance that waivers can be obtained to fill the wetlands as the area acts as a large retention pond for a major drainage system. Review of old topological maps and data from excavations for water and sewer systems in the immediate area clearly indicate that this parcel was filled in over peat bogs. Only an extensive and expensive boring study can

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determine the actual subsurface conditions, but it is reasonable to assume that subsurface ground conditions are of major concern to construction. The approximate cost of such a site investigation will be \$30,000.

- b. The 3.38 acre parcel is zoned for business and contains structures previously housing commercial enterprises. This parcel also borders the wetland zone, and though filling of wetland is not required, subsurface conditions are suspect for the same reasons given above.

Note that neither parcel can be used for the Public Works facility on its own. When combined, the two parcels contain less than 7 acres of useable land. Both parcels are privately owned and, if they are to be used for the Public Works facility, would have to be purchased or taken by eminent domain proceedings. The appraised value of the land a year ago was approximately \$2,000,000, and it is estimated that land values in Reading increased from 12 to 20 percent since then.

EXISTING BUILDINGS:

The smaller parcel contains structures previously used for light commercial activities, most recently as a supermarket and as a flea market. Though original construction plans are not available for review, there is nothing to suggest that the buildings have structural foundations in order to support the loads developed by heavy vehicles. Structural steel, which can be seen, is light and appears to have been designed for simple road loading. Exterior walls are "curtain" walls and do not lend themselves to modification for the installation of multiple openings with overhead doors. Existing heating and cooling systems are clearly designed to treat large open areas and are not

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easily adapted to space requirements of a public works facility.

In order to adapt these structures for vehicle storage and repair, the entire structure would have to be rebuilt to conform with the state building codes for that use, and would also have to conform to the requirements for energy efficiency. Costs for demolition of the structures is estimated to be between \$50,000 and \$75,000 depending on a location for disposal of the materials. There is value in recovery of the structural steel and joists, but the value will not cover the costs of demolition.

LAND AVAILABILITY:

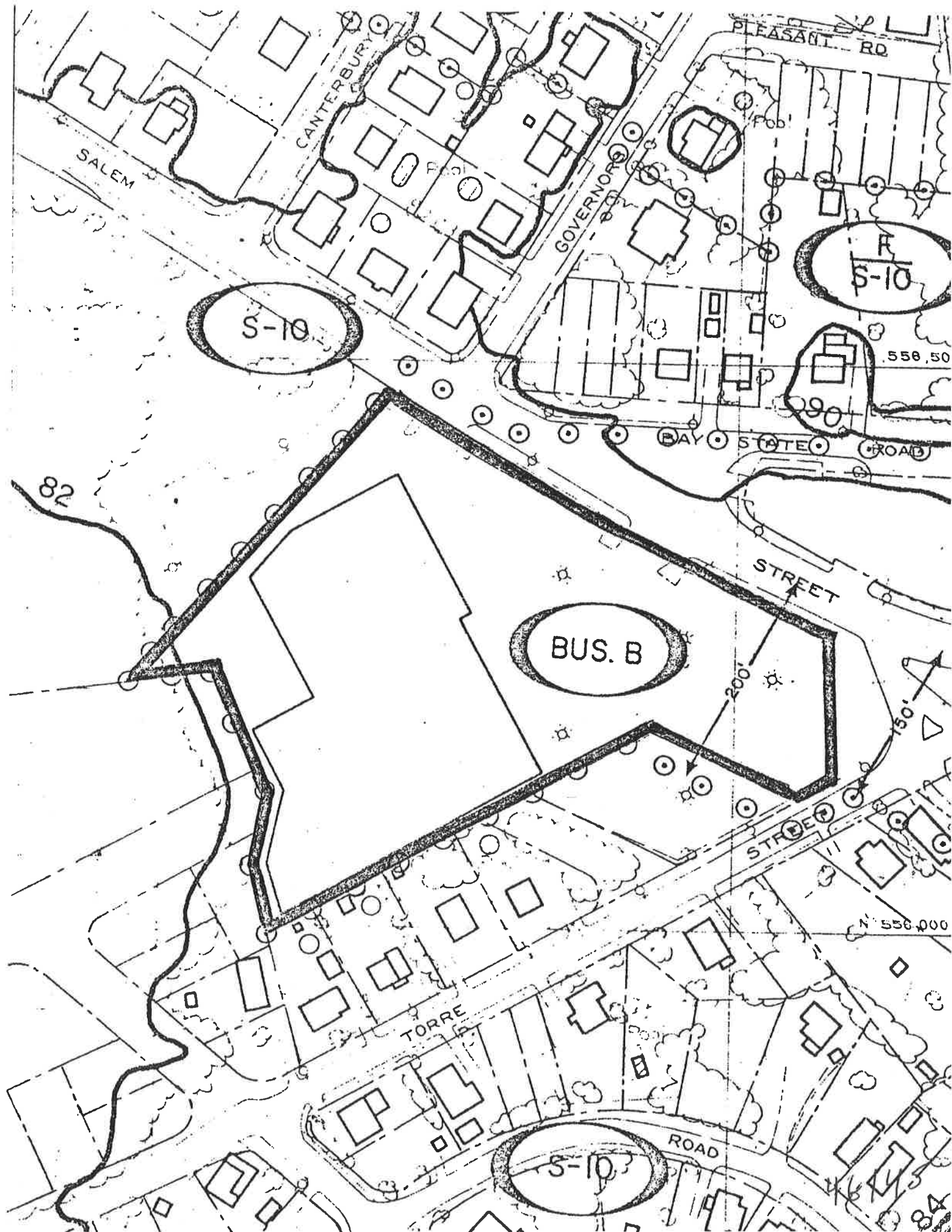
The property is privately owned and there is the possibility of long term leases in effect. It has not been determined if the previous lease holder, Gallahue's Market, gave up the original lease. The BPW has been recently advised that a new 5-year lease has been executed for this property. A letter was sent to Mr. Dubitzky on July 2, 1985, asking if the subject property was for sale. A reply was received from his attorney on July 12, 1985, stating that "The owners of the property are not interested in selling the property for use as a garage".

CITIZEN CONCERNS:

The Facility~~x~~ Relocation Committee held open meetings concerning various potential sites, and documented the concerns of citizens. The following concerns pertained to the Dubitsky property:

- a. Traffic safety - the property is located on a sever curve, thereby making access difficult. Construction of a public works facility at this location would add approximately 500 truck mover per day. This number could be equal to those

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DUBITZKY PROPERTY

RECAPITULATION

On motion made by Mr. Philip LeBlanc, the Board of Public Works was instructed to review the Dubitzky property for use as a site for the Public Works Facility.

On July 2, 1985 a letter was sent to Mr. Dubitzky, asking if the property was for sale. A reply was received on July 12, 1985 from Aviva D. Neuman, of Squadron, Ellenoff, Plesent & Lehrer, a law firm representing Mr. Dubitzky. The reply was in the negative.

The attached analysis of the property was completed by staff, and reviewed and accepted by the Board. This information was sent to the maker of the motion with the feeling of the Board that no further action should be taken regarding this property.

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In accordance with the instructional motion filed at the last Town Meeting a review of the Dubitzky property follows:

AREA: See attached map.

(a) The 6.01 acre parcel is zoned S-10 and approximately 2 acres of this parcel is within the Wetland Zone area. In addition, approximately 2 acres is within the 100 foot buffer zone included in the latest wet lands protection act. In effect, only three (3) acres of this parcel is useable. There is little, or no chance that waivers can be obtained to fill the wet lands as the area acts as a large retention pond for a major drain system. Review of old topo maps, and support from excavations for water and sewer systems in the immediate area clearly indicate that this parcel was filled in over peat bogs. Only extensive and expensive boring investigation can determine the actual subsurface conditions, but it is reasonable to assume that subsurface ground conditions are of major concern to construction.

(b) The 3.38 acre parcel is zoned for business and contains structures previously housing commercial enterprises. This parcel also borders the Wet Land zoned area and though filling of wet land is not required, sub surface conditions are suspect for the same reasons given above.

Note that neither parcel can be adopted for use for a Public Works facility on its own and when combined, the two parcels contain approximately 7 acres of useable land, less that amount of buffer required by Wet Land regulations. This amount of land is not acceptable for the Towns use for a public works facility.

Both parcels are privately owned and if these parcels are to be used for the construction of a public works facility they would have

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to be purchased or taken by eminent domain proceedings.

EXISTING BUILDINGS:

The 3.38 acre parcel contains structures previously used for light commercial activities, most recently as a grocery store and a flea market. Though original construction plans are not available for review there is nothing to suggest that the buildings have structural foundations in order to support the loads developed by heavy vehicles. Structural steel, which can be seen, is light and appears to have been designed for simple roof loading. Exterior walls are "curtain" walls and do not lend themselves to modification to construct multiple openings for overhead doors. Existing heating and cooling systems are clearly designed to treat large open areas and are not easily adopted to space requirements of a public works facility.

In order to adapt these structures for vehicle storage and repair, the entire structure would have to be rebuilt to conform with the Massachusetts building codes for that use, and would also have to conform to the requirements for energy efficiency. In addition it is clear that the concrete floors are not structural, and there is no evidence that pile supports were used. My opinion is that the buildings would have to be demolished if these parcels are to be used for construction. Costs for demolition of the structures is estimated to be between \$50,000 and \$75,000 depending on a location for disposal for the materials. There is value in recovery of the structural steel and bar joists, but the value will not cover the costs of demolition. If the judgement that the buildings are not convertible is to be researched, evaluation by a consultant in the discipline would cost in the area of \$10,000.

46148

CITIZEN CONCERNS:

The Facility Relocation Committee held open meetings concerning various parcels under consideration for construction of a new facility and documented the concerns of citizens. The following concerns pertaining to the Dubitzky property are as follows:

Traffic safety: The two parcels are located on a severe curve , thereby making entrance and exit to the parcels very difficult. Construction of a public works facility at this location would add approximately 500 truck moves a day. This number could be equal to those moves created by a shopping center of this size, but public works moves would be heaviest during those hours that Salem Street has heavy traffic to serve industry and commercial facilities in North Reading, Wilmington and Burlington...early morning and late afternoon.

Operational Noise: There would be an impact to the surrounding residential area's during the day but the impact would be greatest during night activities, particularly during sanding and snow removal operations.

Environmental Issues: Due to periodic flooding in the area, residents are concerned about additional runoff created by paved area's necessary for operations. In addition to residential concerns it appears doubtful that permits could be obtained to fill in wet lands or to alter drainage patterns.

General Neighborhood Concerns: Negative effect on property values in the immediate area.

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DEVELOPMENT CONCERNS:

The following items need to be addressed to evaluate development of the parcels:

Land Availability: The parcels are privately held and there is the possibility of long term leases in effect. The professional appraised value of the land twelve months ago was approximately \$2,000,000 and values in the Reading area have been noted to have risen from 12 to 20 percent in the past year. When questioned during committee activity the owner has been quoted as saying that "anything is for sale at the right price."

Subsurface Conditions: The parcels lie in the same drainage area as the land fill, and only investigation by borings and soils analysis can confirm actual conditions. Value of a site investigation study is approximately \$30,000.

Existing Leases: It has not been determined if the previous lease holder, Gallahue's Market , gave up the original lease or retained the lease and is now attempting to sub lease. The department has been made aware recently that a new five year lease has been executed for this property. The owner of the parcels has been sent a letter requesting the status of the properties, and if there is interest in selling. It would appear however that recent execution of a lease precludes selling.

Conclusion: Given the size and nature of the parcels, site problems , probable aquisition costs, existing leases , and local concerns, the sites should be eliminated from consideration for construction of the new facility.

46150

MEMORANDUM

TO: Public Works Facility Relocation Committee

FROM: Frank H. Baggs

DATE: January 12, 1984

RE: Minutes of Meeting, January 11, 1984

Attending: (Members) - C. Arthur, F. Robie, P. Dustin, F. Baggs,
R. Sullivan, R. Tulikangas, D. Barker, E. McIntire, Jr.,
and W. Bergeron.
(Guest) - Marvin Cohen (TASC)

- Chairman Doug Barker called meeting to order at 7:30 P.M.
- Minutes of last meeting were distributed. After review, they were accepted with no additions or deletions.
- Doug Barker made three appointments:
 1. Richard Sullivan and Robert Tulikangas to develop a questionnaire for sending to other Town D.P.W. operations inquiring about their organization.
 2. Francis Robie to determine what procedures would be necessary if a site were chosen involving an Environmental Impact Study.
 3. Charles Arthur, Edward McIntire and William Bergeron to look at Causeway Road site of Route 129 and 5 - 6 acres of Camp Curtis Guild site mentioned by Ken Latham in his letter to Doug Barker.
- Chairman Barker mentioned that the computer printout of all 4 acre or better sites was not available. We had been preempted by an item of higher priority for time on the Town Computer. Instead, for this meeting, Bill Bergeron had some Land Bank Committee information available to begin our site search.
- Bill Bergeron then passed out copies of a package of information. It contained:
 1. Public Works outside storage space requirements.
 2. Land Bank Committee list of prospective lots of Town-owned land suitable for Public Works.
 3. Land Bank Committee information on available land in Reading for housing.
- Bill then went over each section:
 - Section 1 -
Bill went over D.P.W. space requirements item by item. To summarize:

46151

Building Space --	1.08 Acres
Outside Storage -	5.06 "
Snow Dumping --	<u>4.00</u> "
10 Acres Total	

Paul Dustin requested detailed information on D.P.W. Property other than the John Street site. Paul said that this would give the Committee a more complete picture.

• Section 2 -

Bill started to discuss the 8 lots of Town owned land from the Land Bank Committee list. This was the start of the Committee's site search. The Committee used its 4 acre minimum criteria.

1. 2 Acre section of dump site, Northerly end

Rejected: Environmental concern as formed dump site, too small (2 acres), prime industrial land; however, possibility as snow dump site.

2. Nike Site, Haverhill Street

Possibility: 12 Acres of land, access to main road, built in buffer zone*, problem with environmental impact to Ipswich River Watershed.

3. Nike Site, Bare Hill

Rejected: 6 acres of land, but limited access, terrain problem, close to Summit Tower Property, and prime residential property.

4. Gravel Pit, Strout Avenue

Possibility: Enough acreage

5. Higgins Lot, entered from Birch Meadow Drive

Rejected: Headwaters of Aberjona River, Wetlands

6. Batchelder Field, Franklin Street

Rejected: Difficulty of access, prime residential property

7. School Site, Fox Run Lane -- Dividence Road

Rejected: Difficulty of access, not near main road, however, good size property

8. Conservation Land, upper Pearl Street

Rejected: Flood Plain, potential well field

Committee decided that Nike Site, Haverhill Street and Gravel Pit, Strout Avenue worth a closer inspection.

*Bill Bergeron mentioned that any site chosen next to a residential area would need a 100 foot Buffer Zone around it. On a 4 acre site, this would add 3.22 acres of Buffer Zone. Paul Dustin asked how the Town is bound by such a zoning restriction.

46152

Section 3 -

Bill then went over the different plats of land in Reading to pick out and discuss those 4 acres in size or better.

Plat 22, Lots 3-9 and 4, Spence Farm

Possibility: 7 acres

Plat 14, Lot 17-2

Rejected: Difficult access and terrain

Plat 23, Lot 17-7

Rejected: Being developed for other use

Plat 36, Lot 1-8-10 and 15

Rejected: Not contiguous

Plat 58, Lot 4, 7, 8, Longwood Poultry Farm

Possibility: 18 acres

Plat 68, Lot 1-3, Adams Property

Possibility: 20 acres, has house and greenhouses

Plat 80, Lot 30

Possibility: 12.5 acres, balance has house and barns

Plat 92, Lot 14, Dubinsky property on Salem Street

Possibility: 4 acres

Plat 96, Lot 12, Off West Street

Possibility: 5 acres, balance has two houses and one garage

Plat 128, Lot 1-4, Girl Scouts

Rejected: In process of being sold

Plat 180, Lot 2

Rejected: No access, residential

Plat 181, Lot 6-2-1

Possibility: 21 Acres

Plat 183, Lot 7-2-3-5, Sherman Property

Rejected: Flood Plain

Plat 193, Lot 3

Rejected: Being developed

Plat 206, Lot 1-4, Fox Run Lane, School Site

Rejected: Previously

Plat 210, Lot 1, Dr. Lester Property

Possibility: 6.5 Acres

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Plat 213, Lot 3, McDonald Farm

Possibility: 4 Acres

Plat 222, Lot 1-2-3

Rejected: Being Developed

Plat 223, Lot 9

Rejected: Being developed

Plat 226, Lot 8

Rejected: Being developed

Plat 232, Lot 1-3

Rejected: Flood Plain

Plat 234, Lot 1

Rejected: Being developed

Plat 235, Lot 1-2-4-5

Rejected: Being developed

Plat 236, Lot 18B, 17B-14

Rejected: Being developed

Plat 245, Lot 2

Rejected: Being developed

Committee chosen sites worth a closer inspection:

Plat 22, Spence Farm

Plat 58, Longwood Poultry Farm

Plat 68, Adams Property

Plat 80

Plat 92

Plat 96

Plat 181

Plat 210

Plat 213

- Idle General Tire Property rejected because of cost and prime industrial land.
- Chairman Barker reminded members of Saturday's D.P.W. Tour
- Meeting adjourned at 9:30 P.M.

46154

MEMORANDUM

TO: Public Works Facility Relocation Committee and the Board of Public Works Municipal Space Building Committee

FROM: Gail F. Wood, Chairman of the Board of Public Works

DATE: January 25, 1984

After a lengthy discussion on the needs of the new Public Works Facility including a discussion of the merits of housing operations, engineering and administrative functions under one roof, the Board of Public Works wishes to impart the following information to both the Public Works Facility Relocation Committee and the Municipal Space Building Committee:

1. The Board has recently voted to hire a new Superintendent, Mr. Anthony Fletcher, who will start on February 27. Mr. Fletcher has been spending some time in Reading learning about the Department he will run but has not yet had sufficient time to map out any change in direction of the Board of Public Works he may wish to recommend.
2. The Board has unanimously agreed that a central location to house all of the existing Public Works operations currently located at the John Street site is important - any fractionalization may require duplication of personnel and/or equipment. This may result in a lack of productivity rather than the increase in productivity that is an acceptable goal. (SEE SHEET 1A)
3. The Board has unanimously agreed that the Assistant Superintendent of Operations will spend more time at the operational headquarters, this however, is an internal matter and should not either add or decrease space needed at either the new facility or Town Hall as he now has a desk at both places which we would expect to continue and an allocation of time spent at each place to be at the discretion of the Department Head.
4. An inventory of the current facilities and a workup of additional space needed at the new facility has been prepared and enclosed. The Board wishes to remind you that plans for this additional space at the current facility had already been made because of the present needs. It had been thoroughly discussed and planned for well over six months as part of our capital planning and has been "in the works" for a much longer time.
5. The Board would like to strongly recommend (a) secure storage for the inactive files for the Board of Public Works, (b) the discussion of incorporating the Civil Defense function and secure storage for other departments and (c) the building of additional space that could accommodate a future central maintenance for all Town vehicles. The first is much needed space that would help solve the general space crunch that Reading government, including the Board of Public Works, has experienced over the last few years largely due to the necessity of keeping copies of the volumes of paper produced in its activities. The second would find a home for the Civil Defense function, put it in a facility that would in all likelihood be open in time of emergency and if any funding were available to increase qualification, the secure storage would have the same benefit for other departments as

46155

it would for our own. The last recommendation should not add extensively to the present building costs but the lack of planning could be quite costly to the Town at a later time.

6. The question of whether the Board of Public Works should move its entire function to the new facility can not be considered as a separate entity. The centralization of the Board of Public Works in this manner causes the decentralization of Town Government as a whole which is a point that the Town has been moving to in order to create a more efficient and productive service to the people of the Town. If it could be located in an area within walking distance of the Town Hall complex this would seem to be a logical move. However, we must consider that a practical impossibility at this present time. The move could put a strain on the financial and personnel welfare of the Government that would seem to make it a likelihood that should not be considered. (SEE SHEET 2A)

Presently a memo is being circulated within the other Departments of the Government that should help us to understand better the relationship of the Board of Public Works to them, particularly the financial branch. The Board would like you to plan for the expansion and inclusion of their Administrative, Office and Engineering functions if in the future the Town is willing to pay for the increased space by virtue of adding additional personnel and equipment and the citizens are willing to accept the idea of going to satellite locations to meet their different needs. The additional cost and inconvenience however is not something that the Board of Public Works sees that the Town is ready to accept at this time.

7. Movement of all or any of the functions to Strout Avenue Treatment Plant Facilities -

The Board is adamantly against moving to the Strout Avenue site. It was fully discussed. The possibility of endangering the well field in a situation that the citizens of Reading can control is out of the question from the Water Commissioners viewpoint. The operation of the Treatment Plant is regarded as a specialization in nature. Water and sewer maintenance operations are in actuality maintenance operations and should be included in a maintenance facility. (SEE SHEET 1A).

MEMORANDUM

TO: Public Works Facility Relocation Committee
FROM: Board of Public Works Municipal Space Building Committee
DATE: January 10, 1984

I. A new central location to house all of the existing Public Works operations currently located at the John Street site in one location is important for the following reasons;

1. Centralization of our maintenance functions provides control over the entire operation. (Better coordination of the services provided by the Department with personnel and equipment).
2. Allows Supervisors to cover for each other during times of vacation or sick leave (Three supervisors will be working out of the new facility).
3. Storage of equipment allows interdivision use of all equipment easily. (Water, Sewer, Highway, Forestry & Parks Divisions coordinate the use of equipment).
4. Storage of materials allows ease of access and control over inventory, loading and unloading. (Gravel, stone, sand, loam, etc.).
5. Allows personnel to be allocated between divisions as required. (Transporting personnel would not be necessary).
6. Allows one person to maintain records, answer phones, receive shipments, and visitors. (Dispatcher-Clerk).
7. Reduces the duplication of space, manpower and storage requirements. (Additional locations may require an additional Dispatcher -Clerk and require more office and material storage areas).
8. Provides better opportunity for supervisors to manage equipment and personnel. (coordination of effort).
9. Would probably allow a larger buffer area between residential areas and operations, but would require a smaller percentage of the overall site;

i.e., a 4 acre site may require an additional 3.2 acres to maintain a 100 foot buffer zone 80.5% of site, a 10 acre site may require an additional 4.89 acres to maintain a 100 foot buffer zone 48.9% of site.

46157

Comments from Treasurer/Data Processing Coordinator, Beth Klepeis, at Board of Public Works Meeting of January 17, 1984 regarding relocation of the Department of Public Works from the Town Hall:

Three years ago we started with the Computer Study Committee. The Committee thought long and hard. The Board of Public Works representatives did decide, with the support of the Board, that they did want to be part of the central computer system. When we set this up it was with the idea that this would be a user-friendly language.

The Department of Public Works functions are very much integrated into the central computer system. Right now there is a lot of dependency on the Computer Coordinator and her Assistant. The people from the central office are up here (at the D.P.W.) all day long.

If you wanted to move somewhere else you would have to hire someone full time to oversee your computer operations. We don't have the capability (manpower) to do your functions.

If you wanted to buy duplicate computer equipment it would cost approximately \$40,000.00. It would still not be feasible for you to be apart from the central offices. This move for us would be very expensive and very impractical.

From a Treasurer's standpoint, I deal with the Superintendent of Public Works very frequently. There is much Department interaction. Your funding and bonding would be integrated with us. During audits, the DPW input would be needed. For you to move to another location would really put us back a big step.

Chairman Wood asked if we were going to move the entire Department, from a financial standpoint, what types of things would it take?

Mrs. Klepeis replied we would need someone trained as a computer "troubleshooter" to go with you.

Mrs. Wood asked for your general billing would you need at least a high speed printer?

Mrs. Klepeis replied yes, but for your operation to move does not seem feasible to me. The logistics would be very difficult. The bill roll function is also done by you and is not a function of our office. We would need to hire at least one more person in my office to take care of your Payroll and Bill Roll functions.

Mr. Griffin asked if we did set up our own computer system, are we talking \$40,000 - \$50,000?

Mrs. Klepeis replied yes, just for the hardware, and the entire move would be fairly expensive. I don't think adding another layer of computer coordinating would be optimum at this time.

I think we should force Town Government to give us optimum space to have a centralized government.

Chairman Wood stated the Tax Collector has also spoken similarly to Mrs. Klepeis.

46158

PUBLIC WORKS FACILITIES INVENTORY

I - Public Works John Street Site

Old Garage

Water Division	1,488	ft ²
Sewer Division	1,596	ft ²
Radio Room.....	297	ft ²
Toilet	264	ft ²
Boiler Room.....	286	ft ²
Meter Room	297	ft ²
Supervisor's Office	216	ft ²
Storage #1.....	472	ft ²
Storage #2.....	487	ft ²
Sign Shop.....	543	ft ²
Hallway.....	838	ft ²
Highway Division.....	1,579	ft ²
Park Division.....	2,064	ft ²
Forestry Division.....	1,574	ft ²
Park Division Storage.....	858	ft ²
Repair shop office.....	259	ft ²
Repair shop.....	2,493	ft ²
Repair shop (oil storage).....	89	ft ²
Mezzanine - Repair shop.....	368	ft ²
Hallway (between repair & welding shop).....	77	ft ²
	16,145	ft ²

Cold Storage Building (between Garage and access road to incinerator)

TOTAL.....3,200 ft²
(vehicle storage)

NEW PUBLIC WORKS GARAGE.....10,873 ft²

INCINERATOR

REFUSE RECEIVING BUILDING.....4,200 ft²
(vehicle storage)

SALT STORAGE BUILDING.....3,360 ft²

John Street Space Existing.....37,778 ft²

Park and Recreation Storage at Bear Hill Nike Site1,200 ft²

Public Works Administration and Engineering Offices in
Town Hall Existing Areas2,213 ft²
(Excludes Hallways and Bathrooms)

Total Building Area - John Street37,778 ft²

Bear Hill Nike Site.....1,200 ft²

Town Hall.....2,213 ft²

Existing Total Building Areas.....41,191 ft²

46159

Current Additional Space Needs:

John Street Site - Areas requiring expansion:

1. Vehicles are jammed into center isle of equipment storage building now. Additional space is required.	+ 5,000 ft ²
2. Meter room requires more room	+ 200 ft ²
3. Maintenance Garage Addition	+ 2,400 ft ²
4. Office Space for Supervisors	+ 900 ft ²
5. Parks Addition required for increased work and equipment with new agreement from School Department	+ 1,000 ft ²
Subtotal	9,500 ft ²

Bear Hill Nike Site

1. No planned expansion but existing space could be made available to other departments if relocation of all functions is to one location.

Town Hall Office Areas

Additional Space for Office and Storage	1,000 ft ²
Additional Space for Hallways and Bathrooms	700 ft ²
Subtotal	1,700 ft ²

John Street Existing and Planned Building Space	50,691 ft ²
Nike Site Bear Hill Existing and Proposed	1,200 ft ²
Town Hall Offices Existing and Proposed	3,913 ft ²
Total Future	55,804 ft ²

Public Works Outside Storage Space Requirements (Excluding Snow Dump Area)

Nursery Area	7,500 s.f.
Cut Tree Storage	2,500 s.f.
Wood Chip Storage	2,500 s.f.
Water Pipe Storage	8,000 s.f.
Gravel, Stone, Pavement Area	28,800 s.f.
Loam Stock and Shredder Operation	24,000 s.f.
Drain Manholes & Pipe Storage	5,400 s.f.
Snow Plow Storage	1,750 s.f.
Salt, Sand & Mixing Area	24,000 s.f.
Old Materials, Drain Pipe, Curbing, Manholes, Etc.	12,500 s.f.
Grass Areas	24,000 s.f.
Roadways and Driveways	62,600 s.f.
Gas Storage & Pumping Facilities	4,800 s.f.
Employee Parking - Existing John Street Facility	12,000 s.f.
TOTAL	223,950 s.f.

Total Building Space	55,804 ft ²	=	1.28 Acres
Total Outside Storage	223,950 ft ²	=	5.14 Acres
Total Useable Area		≈	6.42 Acres
Snow Dump Area		≈	4.00 Acres

Total 10.42 Acres

46160

MEMORANDUM

TO: Public Works Facility Relocation Committee
FROM: Frank H. Baggs
DATE: February 18, 1984
RE: Minutes of Meeting, February 15, 1984

Attending: (Members) - C. Arthur, F. Baggs, D. Barker, P. Dustin, F. Robie,
R. Sullivan, R. Tulikangas
(Associate Member - Non-Voting) - W. Bergeron, E. McIntire, Jr.
(Guests) - M. Cohen (TASC), Fin. Comm. Rep., Reading Chronicle,
and interested citizens

- Chairman Barker called meeting to order at 7:30 P.M.
- Minutes of last meeting approved with no corrections
- Doug Barker reported on a letter received from Allen Kline, son-in-law of Aaron Dubitzky. Mr. Kline was responding to a letter from the Committee about the Dubitzky property off Salem Street. In the letter, Mr. Kline indicated that the family was willing to discuss sale.
- Joan Nickerson, from the League of Women Voters, read a letter to the Committee from the League. The League urged the Committee to reject the Haverhill Street Nike Site for D.P.W. consideration. They saw it as a threat to Town future water needs.
- A Mr. O'Brien, representing a group of Haverhill Street residents, gave a presentation in opposition to the proposed Haverhill Street Nike Site.

Key Points:

1. Safety - entrance to Nike Site at busy part of Haverhill Street; being near school, church, and several homes. Also, entrance is not far from curve in road adding to safety concern.
2. Environment - letter from Conservation Commission advising of close proximity of Nike Site to potential Town water supply. The potential for pollution jeopardizes a fresh water supply used all the way to the sea.
3. Zoning - Town zoning by-laws protect residential areas. Haverhill Street area in question is S-40 (40,000 ft² residential), not compatible with a D.P.W.

Supporting the presentation was a petition signed by 400 residents.

46161

- Committee member Charlie Arthur presented information from the Town Planning Board relative to site selection.

(1) Analysis by Planning Board of five remaining sites plus adding two more; Dooley property on Main Street and Eric's Greenhouse property on Main Street.

(2) A comparative analysis between area town D.P.W. sites

- Continued Site Review

1. Landfill - dump site off John Street

Plus Side: 35 to 37 acres of town owned land not in anyone's back yard. Also, no environmental concerns because site no worse than present site and new facility would only be an improvement.

Negative side: A landfill site with all inherent ground settling problems. Not sure Town could build on property right away.

Also, landfill site has always been earmarked as future industrial development property.

2. Adams-Gentile property off Salem Street

Plus side: 13.84 acres of non-wetland available for sale. Neighborhood concern appears only to be with proposed access road and associated increase of traffic.

Negative side: Lack of suitable access with no obvious possibilities. However, owner does have option on possible access route.

- Site Review Data Sheets

The Site Review Data Sheets passed out by Doug Barker were then looked at. Committee filled in data with best information available.

- Chairman Barker put forward a list of considerations for any site considered:

1. Cost of acquisition
2. Time to make available
3. Site preparation expense
4. Abutters
5. Site Drainage patterns
6. Proximity to water
7. Current assessment
8. Proximity to snow dump
9. Access to various areas of Town
10. Safety

46162

- Doug Barker reported a phone call from the Lester family indicating a letter was coming. This letter would tell the Committee that the Lester property on Main Street was not for sale.
- March 14th was set as the date for a Public Hearing
- The date of April 2 was set for the Committee report to Town Meeting
- Meeting adjourned at 9:50 P.M.

46163

MEMORANDUM

TO: B.P.W. Facility Relocation Committee
FROM: D.L. Barker, Chairman
DATE: February 27, 1984
RE: Agenda for Meeting - Wednesday, February 29, 1984

The next meeting of the Committee is scheduled for Wednesday, February 29, 1984 at 7:30 P.M. in Room 16, Municipal Building. The agenda will be as follows:

1. Meet at 7:30 P.M.
2. Approve minutes of previous meeting
3. Reading of correspondence to Committee (if any)
4. Meet with Industrial Development Committee
5. Report of progress from Environmental Subcommittee
6. Work on refinements of site matrix
7. Other Business
 - a) Firm up details of tour - March 3 at 9:30 a.m.
8. Adjourn by 9:30 P.M.

D.L. Barker, Chairman
B.P.W. - Facility Relocation
Committee

DLB:cmb

46163

MEMORANDUM

TO: Public Works Facility Relocation Committee
FROM: Frank H. Baggs
DATE: February 25, 1984
RE: Minutes of Meeting - February 22, 1984

Attending: (Members) - C. Arthur, F. Baggs, D. Barker, P. Dustin,
F. Robie, R. Sullivan, R. Tulikangas
(Associate Member - Non-voting) - W. Bergeron
(Guest) - M. Cohen (TASC), Fin. Comm. Rep., Reading Chronicle,
and interested citizens

- Chairman Barker called meeting to order at 7:30 P.M.
- Minutes of last meeting approved with one correction. Doug Barker's correspondence with Aaron Dubitzky's son-in-law, Allen Kline was by phone not letter.
- General Site Discussion:
 - a) South Main Street - Dooley property
After brief discussion, committee unanimously rejected site.
 - b) Dr. Lester's property off Main Street
Doug Barker reported a phone conversation with Mrs. Lester in which she indicated that they did not wish to sell. In view of this, the Committee rejected site.
 - c) Dubitzky Property - Off Salem Street
Chairman Barker described his interest in this site. He said that if you include the entire property, part with Gallahue's and Flea Market building, it amounted to 9½ acres, 7½ acres of which usable non-wetland. Also, that Mr. Dubitzky was willing to talk about sale. Another point was that the property had large frontage on Salem Street providing easy accessibility.

Other Committee members questioned whether the Town could get fair value for Gallahue's - Flea Market building plot, or whether neighboring citizens would be opposed to the site. It was decided that Mr. Dubitzky would have to be contacted about his selling price. A public hearing would possibly answer the other question.

One citizen questioned why the Committee was looking for a 6 acre site minimum. She noted that Malden had recently built a new D.P.W. on four acres. Bill Bergeron answered that the D.P.W. did indeed need six acres and that four acres more was needed for snow dump.

46164

- d) Adams/Gentile Property - Set in from Pleasant Street and Manning Street

Committee Member Frank Baggs described his interest in the site. The property contains 14 acres of usable land, owners willing to sell, owner's having option to purchase access route to Salem Street, and property adjacent to Town Dump - Landfill creating possibility of access route to John Street.

Other members cautioned about possible selling price, and also that owner's land option access route to Salem Street was right against neighbors yards. The Committee needed more information about this site.

Mr. Gentile pointed out a possible access route around neighborhood towards Dubitzky property. This route would access Salem Street and not be in anyone's back yard.

- e) Landfill - John Street Dump Site

Two objections raised:

1. Buildability on ground still settling
2. Future use of property for industrial development

Site discussion ended with arrival of Town Counsel, Ted Cohen.

- Ted Cohen discussion (main points):

- a) Zoning By-Laws - Town's requirements

Mr. Cohen said that the Town is exempt from Zoning By-Laws. One Haverhill Street resident, Mr. O'Brien, took exception to this opinion.

- b) Wetland Act - Town's requirements

Mr. Cohen said that Town was not exempt from Wetlands Act (Town By-Law 131-40). That the Town would have to approach the Conservation Commission about any question. The Conservation Commission would render any decision on the matter.

- c) Eminent Domain - General review of procedure. Town Counsel said that the Town had the extraordinary power to take the land of others for public purpose. A two-third vote of Town Meeting would be needed to approve any such action. A Letter of Notice would follow (Order of Taking). Fair market evaluation would take place to reach an agreed upon amount. Appeal was only possible for the agreed upon price.

46165

d) Procedure for discussing possible acquisition of private site(s):

Mr. Cohen said that Committee could enter into preliminary discussions. However, only Town Meeting could authorize actual agreement.

- Committee decided to make a tour of possible sites, Saturday, March 3, 1984 at 9:30 A.M.
- Committee unanimously voted to go into Executive Session to consider the purchase and value of Real Property. Vote of Record:

C. Arthur, F. Baggs, D. Barker, P. Dustin, R. Sullivan, F. Robie and R. Tulikangas all voting in affirmative.

Citizen present, Mrs. Adams, wanted to be on record as opposing Committee's action.

- Committee came out of Executive Session at 10:10 P.M., adjourned for the evening.

46166

A meeting of the BPW - Facility Relocation Committee convened at 7:35 P.M. in the Reading Memorial High School Lecture Hall. Present were Chairman Douglass L. Barker, Secretary Frank H. Baggs, Jr., Committee Members Charles R. Arthur Jr., Francis B. Robie, Paul C. Dustin, Richard L. Sullivan, Robert J. Tulikangas and Randy Harrison. Also present were DPW Superintendent Anthony V. Fletcher, Assistant Superintendents William R. Bergeron and Edward D. McIntire, Jr., Marvin Cohen of TASC and Mark Pillsbury of the Daily Times and Chronicle.

Mr. Baggs read the Notice of Public Hearing at 7:35 P.M.. The purpose of this Hearing will be to gather public input and comment relative to sites currently under discussion; (1) area near and including Gallahue's Market off Salem Street, (2) Adams-Gentile property off Salem Street, (3) Landfill off John Street and (4) Nike Site off Haverhill Street.

Chairman Barker welcomed everyone to the Hearing and introduced the Committee Members. There were approximately 154 residents present.

Chairman Barker explained the first order of business would be statements by Town Boards, Commissions and Committees.

Chairman Gail Wood of the Board of Public Works stated in many respects the people here are angry. Given time and money, anything can be engineered. If we are to learn from the past, both right and wrong, we must look forward and backward at the same time so that when we move forward we make the right decision. The Board of Public Works unanimously opposed the selling of the DPW site at the November Town Meeting. When this passed at Town Meeting, however, the Board was forced to look at alternative sites.

The landfill site was rejected for economic reasons.

46167

She stated the Nike Site looked like the answer to a dream, as it may well appear. However, the Board of Public Works implores you to not recommend the Nike Site.

She stated two well fields were established in years back, one off Lowell Street and one near the North Reading line. The Great Cedar Swamp was also investigated as a watershed area.

The revay well field has been closed due to sodium contamination. The current water problems should alert the citizens to the fragility of a water supply. Look at Bedford's well contamination problems. Anyone that thinks the MDC is a great salvation to our water problems is greatly misinformed. The MDC does not want Reading as one of its customers. They can not now supply enough water to the customers they have.

As Water Commissioners, the BPW asks that this Committee not mortgage the water future of the children and grandchildren of this Town, but to plan ahead with foresight, and not recommend the Nike Site as a location for a DPW facility, and please keep the Cedar Swamp area clean in case it is needed as a well field and water resource in the future. Thank you.

Kenneth Messina, Chairman of the Planning Board, read a letter from the Planning Board. He stated the Board, by unanimous vote, endorses the following sites in order of preference:

- (1) Dubitzky Property off Salem Street (only the undeveloped portion);
- (2) Lester property off Main Street;
- (3) Strout Avenue Town-owned land.

46168

He stated the Planning Board does not recommend the landfill site, the Nike Site or the Adams-Gentile site because of the negative impact on neighbors. The Board would prefer the current residential S-10 Zoning.

Dan Ensminger, TASC employee and Chairman of the Industrial Development Commission stated his Commission has investigated the potential of Town-owned land for industrial use. As we see it, Reading is poised for substantial reconstruction and industrial growth. The economic and development potential available to Reading is the envy of many surrounding Towns.

He stated the IDC has initiated two studies of the John Street property, one by the MAPC and one by Whitman & Howard.

He stated the Kennedy Library and U. Mass Campus in Boston were both built on landfills. Reading's landfill will close on July 1, 1984, all dumping will cease at that time.

Mr. Ensminger showed a viewgraph of the existing landfill. A one year moratorium period is required by the State DEQE.

He stated although additional study is needed, our belief is that the John Street Landfill should be suitable for industrial or commercial use in the future. The Town of Reading holds the keys to its own economic future. He stated tax revenues are estimated to amount to \$500,000 per year, this is in addition to the \$400,000 per year projected from TASC. For these reasons, we are against the use of the landfill for the DPW site. However, the IDC urges the Committee to act as we must act and to take the concerns of the whole Town into consideration. For example, the parcels smaller than six acres should be investigated.

46169

Chairman Barker read a letter from the Board of Health, stating that due to time constraints they have not reviewed the four sites under consideration, but will at another time offer their views to the Committee.

Jim Ballantine of the Hazardous Waste Committee stated the H.W.C. did a survey of the facility at John Street and came up with a listing of materials stored and used. He stated there are 12 underground storage tanks, 250 gallons of chemicals are used in sewerage cleaning, 400 gallons of chemicals are used by the Forestry Department (the most potentially injurious) and 1100 gallons of oils and grease. In the incinerator area poles and wooden materials are treated with chemicals.

He stated the Hazardous Waste Committee believes there are three mechanisms by which a Public Works Facility could impact the environment;

1. Leakage from underground storage tanks;
2. Accidental spills of these materials during loading and handling; and
3. Disaster or "Act of God" (explosion or fire).

Mr. Ballantine stated based upon the Hazardous Waste Committee's observations, the Nike Site is much too close to the current and potential water supply to be considered to be a viable relocation alternative. We would recommend against relocation in the Nike Site area.

Mr. Frank Robie of the Conservation Commission stated the Nike Site is town-owned and previously used. The missile firing areas are now flooded with water. The entire area is above the flood plain and the soil is extremely good for construction purposes.

46170

The next agenda item was the discussion of the Dubitzky Property off Salem Street by Committee Member Richard Sullivan and the DPW.

Mr. Sullivan explained the location of the property. The usable area is about seven acres. The present use is commercial with significant open land beside it. The impact on the neighborhood would be property valuations and noise of operations.

Superintendent Fletcher stated Ted McIntire, Assistant Superintendent will make a presentation relating to extraordinary costs developed by the Department of Public Works for each site. He stated there are no land aquisition costs involved here. There are no legal fees addressed and no environmental concerns addressed.

Mr. McIntire stated due to the fact this land abuts Salem Street, the utilities are readily available. He stated demolition of the two buildings would cost approximately \$25,000, and fill \$20,000 for a total of \$45,000.00.

Mr. Reggie Peters of 62 Bay State Road asked do you have any idea what the cost of the aquisition of that land will be.

Chairman Barker replied the appraisers are working on this now and we hope to have that answer this Spring.

Mr. Kenneth Messina of the Planning Board stated I want to make it clear we did not advocate taking of the Gallahue's buildings at all.

Janet Allen of 45 Johanna Drive presented the Board with a petition relating to the Dubitzky property and the Gentile property signed by abutters of both properties in protest of relocating the DPW facility to either of these sites. Chairman Barker read the petition for the record.

46171

Mr. Bill Andrews of 228 Pleasant Street stated he has asked realtors if a DPW site in his neighborhood would devalue his property and the answer was "yes".

Carol A. Glowacki of 36 Johanna Drive stated there are two houses missing on either side of the street on the overhead projection of the area. Have any studies been done regarding the wetlands? What do you mean by "unknown" soils?

Mr. McIntire stated there have been no borings done on the Dubitzky property to my knowledge. We know there is peat located at the sewer and water main lines. The impact on the sewer and water services would be that the DPW facility would be on the same system it is on now, and would therefore not increase the flows.

Superintendent Fletcher stated there has been no study or environmental concerns addressed.

Charlie Costello, Administrator of the Reading Conservation Commission, stated in reference to the question about the wetland impacts - this area would come under the jurisdiction of the Wetlands Protection Act.

Richard Allen of 45 Johanna Drive stated at present the sewer line is overtaxed, it overflows now. Would the sewer problem be corrected before the new facility is put in there.

Chairman Barker stated the time frame for the new sewer pumping station is 1986, which is about the same time this building should be finished.

Superintendent Fletcher again repeated we are not at this time addressing any of the environmental concerns.

46172

Chairman Barker stated it should be made clear to you the Board of Public Works was not in favor of moving. The majority of Town Meeting members voted for us to move.

Committee Member Charles Arthur next discussed the Adams-Gentile property off Salem Street. He stated some of the citizens concerns are traffic volume and congestion on Salem Street and surrounding streets, another major concern is the proximity to wetlands. Existing soils at this time are unknown. The topography is flat and the land is clear. We would need main extensions to this site.

Assistant Superintendent McIntire stated there are two possible alternatives to this site;

Scheme A - Purchase of Entire Area

Land/House Taking (Road)	\$100,000
Road Construction	78,000
Drain Construction	3,500
Demolition & Prep	50,000
Utilities	5,000

Estimate	\$236,500

Scheme B - Partial Site Aquisition

Land Taking	\$70,000
Road Construction	71,500
Cut/Fill	59,000
Culvert/Drain Construction	30,000
Demolition and Prep	20,000
Utilities	5,000

46173

Estimate

\$255,500

46174

Mr. Neil Caddigan of Arrow Circle asked how do you relate the landfill area, or in this case, the Adams/Gentile property to the UMass Boston Campus being built on a landfill. There are no abutters to UMass or the Kennedy Library. What is the comparison?

Dan Ensminger of the I.D.C. replied I was just illustrating the point that it has been done.

Reggie Peters of Bay State Road stated I think the Industrial Committee did a good job by recommending that this land be sold. This money should, however, be spent on presently town-owned land.

Chairman Gail Wood of the BPW stated the Board of Public Works was very much opposed to a new site being built at the Strout Avenue town-owned land site.

Martha Carriere of Salem Street stated the petitions submitted to the Committee were for both the Dubitzky property and the Adams-Gentile property off Salem Street. She stated the traffic volume on Salem Street is very high. There have been 25 reported accidents on Salem Street in the last year, according to the Reading Police Department.

Louis Meier of Belmont Street stated that one of the biggest drawbacks to locating the new site off Salem Street is the Little League Park on Pleasant Street, because of the safety factor involving the children.

Bob Tulikangas, Committee Member, next discussed the John Street Landfill Site. He stated the present use of the site is a sanitary landfill. He stated its potential for buffers as rated by the Committee is excellent. Whitman & Howard has done an environmental impact study on the landfill. The existing soils are poor and unstable and the existing

46175

topography is variable. The utility requirements are such that main extensions would be required on piles. He stated the Volvo building on John Street has problems with settling because the building is on piles.

Mr. Thompson, a Town Meeting Member, stated as a Town Meeting Member, I am sorry I voted the way I did. I personally feel the more we research this, the existing John Street site would be the most practical.

Mr. Earle Kaufman of Boston Stove stated I want to state it is not my purpose to try to advocate a specific site. My purpose is really to bring to the Committee's attention some relevant facts. We (Boston Stove) have been more than 2 1/2 years trying to begin our development at John Street.

Committee Member Frank Robie next discussed the Nike Site on Haverhill Street. The Department of Public Works estimated the extraordinary costs at this site to be \$64,000.00.

He stated the Committee's largest concern is the fact that the area is a possible future well site; and is in the Ipswich River Watershed.

Sally Hoyt, Chairman of the Conservation Commission, stated the Conservation Commission is unanimously opposed to the Nike Site for the relocation of the Department of Public Works. She read a very lengthy report on the opposition of her commission to the Nike Site. She stated the Conservation Commission feels the new facility should be located in the vicinity of the present landfill and DPW Site on John Street.

Joanne Nickerson of the League of Women Voters read a letter from the League stating their opposition to the Nike Site.

Michael Pacillo of 38 Cross Street recommended a Court Injunction for stopping the sale of land to TASC.

46176

At 10:00 P.M. Chairman Barker read a petition to support the present location of the DPW facility signed by 31 residents.

Bill Brown, Town Meeting Member from Precinct 8, stated I think a simple Article at a Special Town Meeting to rescind the motion taken at the Fall Town Meeting could be undertaken to stop the sale of this. He stated he would be willing to present an Article. Let's go back to Town Meeting and do it all over again. I would be willing to sit through this again. I certainly think this should be done.

Brenda A. Stinson of 293 Haverhill Street presented the Committee with a petition signed by 400 people against the relocation of the DPW site to the Nike Site property.

Mr. Barry Hampson of 37 Joseph Way stated as a point of information, those petitions should be able to be signed by anyone here tonight. He stated I am a member of the Board of Public Works and a resident of Precinct 8. He stated I am speaking to you as a concerned citizen. He stated I would like the BPW Facility Relocation Committee to consider a fifth alternative. I request this Committee evaluate the real cost of keeping the Department of Public Works at the present site. He stated I am in favor of selling part of the parcel to TASC or someone else.

Mr. Hampson stated, based on a proposal from the American Realty Development Corporation for part of the parcel, I don't think the presence of an upgraded DPW Facility would be detrimental to any private industry.

He showed overhead projections of his conception of the expenses and income involved in selling part or all of the existing parcel to TASC or someone else, or staying where we are. He stated we would gain +1.6 million dollars by staying exactly where we are.

46177

Jim O'Hare of Precinct 4, and a Town Meeting Member, stated I think it is very important that we stay with facts and they do not get distorted. The truth is that TASC's bid was \$1.2 million dollars or fair market value.

Jim Ballantine of the Hazardous Waste Committee stated we need a good deal of planning. It is very important to get a lot of public input to make certain we have done our planning. We should also think about what a facility is going to look like. He stated I think it is quite possible to design and install a facility on certain portions of the landfill which are stable.

Superintendent Fletcher stated to address your concern about the design of the facility if we are forced to do this, the present facility is 50 years old. A new garage could be the best looking building on the block. New buildings are designed in terms of the highest technology in terms of hazardous wastes, heat, light and power. There also has to be a concern about the quality of ground this building goes on. If the public were to choose to stay on John Street, you must certainly consider a good amount of money to bring the existing building up to par.

Mr. Bill Andrews of 228 Pleasant Street stated my thoughts on this are to keep the facility where it is now.

Michael Pacillo of 38 Cross Street stated I agree we should look down the road as to what is best for this Town. I think we should sell part of the land to ARDC and stay where we are.

Louis Meier of Belmont Street asked the longer we wait how much more is it going to cost us?

Assistant Superintendent McIntire stated it could increase 10-15% per year.

46178

Earle Kaufman of Boston Stove stated I may be accused of being one who wants TASC next to us. He suggested the Committee make a thorough evaluation of the long term factors. I think you have to take a 20 and 30 year approach to this.

Norton Nickerson of 299 Pearl Street stated all of the tax dollars are not positive dollars for the Town. It is quite possible it will cost the Town more to keep industry in Town.

Martha Carrierre of Salem Street stated when people purchase property they do so knowing what they have next door.

Chairman Barker stated thank you for coming. The Committee has tried to listen intently. He thanked the Department of Public Works for preparation of information, research and viewgraphs.

The meeting adjourned at 11:02 P.M.

Respectfully submitted,

Secretary

46179

PROJECT DESCRIPTION	LOT & SUBDIVISION	TOTAL AREA	WETLAND AREA & FLOODPLAIN AREA	NET AREA	EXISTING UTILITIES	AVAILABILITY LIMITATIONS	VALUATION OF LAND AND BUILDINGS	CURRENT ZONING	CURRENT OWNER	EXISTING SITE TOPOGRAPHY	WETLAND ZONE AVAILABILITY & LIMITATIONS	OTHER INFORMATION & COMMENTS
STROUT AVENUE WATER DEPT. PROPERTY 1	VARIOUS	96.13 ACRES	33.32 ACRES FLOODPLAIN	62.81 ACRES	WATER IS AVAILABLE ON GROVE AND ST. SENESE IS AVAILABLE ON HAVENHILL ST. TRUNK SEWER LINE RUNS ALONG SOUTH PARALLEL BY A 20.0' WIDE LOT.	LOT HAS OVER 700' FRONTAGE ON GROVE ST. ACCESS VIA A 30.0' RIGHT OF WAY TO HAVENHILL ST.	—	S-20 FLOODPLAIN	TOWN OF READING	VARIED TERRAIN WITH TRACES OF TOWN OF LOW SWAMPY AREAS	SURROUNDING PROPERTY IS LARGELY UN-DEVELOPED	SEWEL AREA CONTAINS 9.18 ACRES
HAVENHILL ST. NIKKE SITE 2	PLAT 170 LOTS 1215 PLAT 171 LOTS 1132	24.42 ACRES	4.32 ACRES FLOODPLAIN 0.88 ACRES STANDING WATER	19.22 ACRES (GROSS USE 26.9)	WATER AND SENESE IS AVAILABLE ON HAVENHILL ST. TRUNK SEWER LINE RUNS ALONG SOUTH PARALLEL BY A 20.0' WIDE LOT.	ACCESS TO JOHN STREET BY A 20.0' WIDE LOT.	—	S-40 FLOODPLAIN	TOWN OF READING	GENERALLY FLAT LAND WITH SOME LOW AREAS. STANDING WATER EAST OF AND SWAMPY AREA EXIST. HOMES	BULK OF LOT IS APPROX. 300'-600'. EAST OF EXIST. HOMES VAULTS	EXISTING PASSES UNDER RAILROADS
1000 Flood 3	PLAT 46 LOTS 415	4.27 ACRES	0.0 ACRES	4.27 ACRES	WATER AND SENESE IS AVAILABLE ON WEST ST.	LOT HAS OVER 100' FRONTAGE ON WEST ST.	LAND ?	INDUST.	TOWN OF READING	VIRTUALLY ALL LOW AND SWAMPY LAND	NO BUFFER ZONE ROAD IF USED AS SNOW DUMP	POTENTIAL USE AS SNOW DUMP
14	PLAT 58 LOTS 417, 18 PLAT 80 LOT 30	31.72 ACRES	0.0 ACRES	31.72 ACRES	WATER AND SENESE IS AVAILABLE ON WEST ST.	LOT HAS OVER 100' FRONTAGE ON WEST ST.	LAND ?	S-20	WILLIAM J. JOHNSON	GENERALLY WOODED, HILLY TERRAIN	COULD UTILIZE EXISTING WOOD STRUCTURE	
5	PLAT 92 LOT 14	6.10 ACRES	1.67 ACRES WETLAND	4.43 ACRES	WATER AND SENESE IS AVAILABLE ON SALEM ST.	LOT HAS 848' FRONTAGE ON SALEM ST.	LAND 82,500	S-10 WETLAND	ARON DUBITZKY	MOSTLY FLAT LAND WITH SWAMPY BACK	ABOUT 800' S. TO THE EAST AND 10' TO THE WEST	
16	PLAT 68 LOTS 113	20.18 ACRES	6.34 ACRES WETLAND	13.84 ACRES	WATER AND SENESE IS AVAILABLE ON SMITH AVENUE AND PLEASANT	LOT ABOUTS THE END OF PLEASANT ST.	LAND 141,800 BLDG 269,908	S-10 WETLAND	LOT 1 ADAMS LOT 3 GENTILE	MOSTLY FLAT LAND WITH LOW WOODED AREAS	LAND IS CURRENTLY WELL BUFFERED	TOWN & SENESE ALONG EASY PRO LINE
17	PLAT 96 LOT 12	8.64 ACRES	0.0 ACRES	8.64 ACRES	WATER AND SENESE IS AVAILABLE ON WEST ST.	LOT HAS OVER 100' FRONTAGE ON WEST ST.	LAND 84,700 BLDG 27,900	S-20	CLARENCE & HELEN M. ENOS	GENTLE SLOPING LAND MOSTLY WOODED	BUFFER ZONE REDUCED AREA TO 5.4 ACRES	
18	PLAT 181 LOT 2128	8.16 ACRES	0.20 ACRES WETLAND	7.96 ACRES	WATER AND SENESE IS AVAILABLE ON MAIN STREET	12.0' WIDE LOT FRONTS AN MAIN STREET	LAND ?	S-20 WETLAND	JOHN B. SHIRLEY FAIRCHILD	GENERALLY FLAT TERRAIN - HEAVY WOODED	SOMEWHAT NARROW LOT WOULD BE DIFFICULT TO BUFFER	
19	PLAT 206 LOTS 114	10.50 ACRES	0.0 ACRES	10.50 ACRES	WATER AND SENESE IS AVAILABLE ON FRANKLIN ST.	LOT HAS 250' FRONTAGE ON FRANKLIN ST.	LAND 67,700 BLDG 73,600	S-20	DAVID F. HAYES FIENENAW TR	SLOPING LAND WITH MORE THAN 50% WOODED	100' BUFFER REDUCES AREA TO 6.1 ACRES	
20	PLAT 210 LOT 1	9.48 ACRES	1.45 ACRES WETLAND	8.03 ACRES	WATER AND SENESE IS AVAILABLE ON FRANKLIN AND MAIN STREETS	LOT FRONTS ON BOTH FRANKLIN AND MAIN STREETS	LAND 73,000 BLDG 64,900	S-20 WETLAND	GARDINER A. & MARION A. LESTER	GENERALLY A WOODED LOT WITH SOME LOW AREAS AND SOME HIGH SPOTS	100' BUFFER ON 3 SIDES REDUCES AREA TO 4.3 ACRES	TOWN & SENESE MA BOUNDARY LINE
21	PLAT 213 LOT 3	5.83 ACRES	1.21 ACRES FLOODPLAIN	4.62 ACRES	WATER AND SENESE IS AVAILABLE ON FRANKLIN AND HAVENHILL STS	LOT FRONTS ON BOTH FRANKLIN AND HAVENHILL STS	LAND 49,600 BLDG 55,600	S-20 WETLAND FLOODPLAIN	MARGARET M. MACDONALD	GENTLY SLOPING LAND WITH SOME LOW AREAS	100' BUFFER ON 3 SIDES REDUCES AREA TO 3.3 ACRES	
22	PLAT 62 LOTS 110, 6, 6A 93, 98, 111	6.83 ACRES	6.33 ACRES WETLAND	0.50 ACRES	WATER AND SENESE IS AVAILABLE ON TEMPLE ST.	LOT HAS ONLY 120' FRONTAGE ON TEMPLE ST.	—	S-10 WETLAND	TOWN OF READING	VIRTUALLY ALL LOW SWAMPY LAND	100' BUFFER ON 3 SIDES REDUCES AREA TO 8.8 ACRES	
23	PLAT 119 NO LOT NO. ASSIGNED	4.71 ACRES	3.27 ACRES FLOODPLAIN	1.44 ACRES	WATER IS AVAILABLE ON CHUSEWAY RD	LOT HAS 450' FRONTAGE ON CHUSEWAY RD	—	S-20 FLOODPLAIN	COMM. OF MASS.	GENERALLY LOW LAND WITH SOME HIGHER FILLED AREAS	BUFFER ZONE NEEDED ALONG SOUTH PRO. LINE	
24	PLAT OF PLAT 250 LOT 1	6.20 ACRES	6.20 ACRES FLOODPLAIN	0.0 ACRES	WATER AND SENESE IS AVAILABLE ON HAVENHILL ST	PROJ. LOT HAS 600' FRONTAGE ON HAVENHILL ST	—	S-40 FLOODPLAIN	COMM. OF MASS.	LOW AREA MOSTLY SWAMPY	100' BUFFER ON 2 SIDES REDUCES AREA TO 4.8 ACRES	PART OF CEDAR SWAMP

46180

TRACT / DESCRIPTION	PLAT & LOT DESIGNATION	TOTAL AREA	AREA FLOOD PLAIN AREA	NET AREA	EXISTING UTILITIES	AVAILABILITY & LIMITATIONS	HIGHEST VALUATION OF LAND BUILDINGS	CURRENT ZONING	CURRENT OWNER	EXISTING SITE TOPOGRAPHY	IS FEE ZONE AVAILABILITY LIMITATIONS	OTHER INFORMATION & COMMENTS
SPENCE FARM X BUTTING LOT #15 Landfill	PLAT 22 LOTS 9, 34, 19	10.90 ACRES	0.0 ACRES	10.90 ACRES	WATER AND SEWER IS AVAILABLE ON WEST ST.	LOTS HAVE OVER FRONTAGE - ON WEST ST.	LAND 198,000 BLDG. 300	S-20	LOTS 2 & 3 WM. SPENCE JR. LOTS 4 & 9 AV. ETC. MARK	GENERALLY SLOPING OPEN LAND	100' BUFFER ON 2 SIDES REDUCES AREA TO 8.4 ACRES	

46181

REVIEW OF POTENTIAL PUBLIC WORKS FACILITY LOCATIONS

ITEMS OF CONCERN	NIKE SITE		LANDFILL SITE		ADAMS-GEWILE		AARON DUBITZKY		LESTER	
	HAVERHILL STREET	24.4 AC	JOHN STREET	35AC	OFF SALEM STREET	24AC	SALEM STREET	(A) ALL LAND	(B) VACANT LAND	MAIN ST.
1. Land Area Total		24.4 AC		35AC		24AC		9.5 AC	6.1 AC	9.5 AC
2. Usable Land Area		19.2 AC		24AC		14AC		7.8 AC	4.4 AC	8.0 AC
3. Usable Land Shape		Good		Good		Good		Fair	Fair	Fair - Good
4. Potential for Buffers		Very Good		Excellent		Excellent		Fair - Good	Fair - Good	Good
5. Present Zoning		S-40		Industrial		S-10		S-10 & Bus.	S-10	S-20
6. Neighborhood Type		Residential		Industrial		Residential		Res. & Business	Residential	Residential
7. Existing Access		Haverhill St.		John Street		Pleasant St.-SmithAv?		Salem Street	Salem Street	Main & Frankl
8. Addition Access Req'd.		Yes		No		Yes		No	No	No
9. Access Roadway Type		Ch. 90		Ch. 90		Ch. 90		Ch. 90	Ch. 90	Ch. 90
10. Existing Traffic		6,000 ±		6,000 ±		7,200 ±		7,200 ±	7,200 ±	17,900 ±
11. Proposed Traffic		Would Add		No change		Would add		Would add	Would Add	Would Add
12. Existing Water		Main Ext. Required		Main Ext. Req'd.		Main Ext. Req'd.		Service Ext. Req'd.	Service Ext. Req'd.	Main Ext. Req'd.
13. Existing Sewer		Sewer Ext. Req'd.		Main Ext. Req'd.		Main Ext. Req'd.		Service Ext. Req'd.	Service Ext. Req'd.	Main Ext. Req'd.
14. Existing Drain		Drain Ext. Req'd.		Main Ext. Req'd.		Main Ext. Req'd.		Service Ext. Req'd.	Service Ext. Req'd.	Main Ext. Req'd.
15. Existing Gas		No		Yes (Ext. Req'd)		Yes (Ext. Req'd)		Yes	Yes	No
16. Existing Electric		Yes		Yes		Yes		Yes	Yes	Yes
17. Existing Soils		No apparent problem		Dump Fill		No apparent problem		Buildings and?	Unknown	Unknown Ledge?
18. Existing Topography		Flat		Variable		Flat		Flat	Flat	Hilly
19. Existing Water Supply		No		No		No		No	No	No
20. Potential Water Supply		Yes, high		No		No		No	No	No
21. Existing Use		Municipal		Dump		Commercial		Vacant & Business	Vacant	Residence
22. Location from Center of Town		2.5 miles		2.0 miles		1.8 miles		1.9 miles	1.9 miles	1.7 miles
23. Existing Site Value		?		? Potentially high		?		?	?	?
24. Other										

46182

COMPARATIVE ANALYSIS OF SITES FOR RELOCATION OF BPW GARAGE
2/14/84 - READING PLANNING BOARD
INITIAL ANALYSIS

DESCRIPTION & LOCATION	ASSESSED VALUE	ENVIRONMENTAL ISSUES	NEIGHBORHOOD IMPACTS	TRAFFIC AND SAFETY
<p>BITSKY PROPERTY SALEM STREET AND TORRE ST.</p> <p>.1 A next to Gallahues arket and an additional /4 A off Torre Street. served by major roadway to center of town; has etary and access ramps o Rt. 95.</p>	<p>2 parcels of land has current assessed value</p> <p>Map 92, Lot 14 6.1A \$82,500</p> <p>Map 79, Lot 176 13,861 sq ft \$24,600</p>	<p>There is a small brook which runs along the rear of this property. Brook originates from Lake Quannopowitt and flows to the Saugus River. Disturbance of the brook could have adverse impacts on water supplies for communities downstream. Lot seems to be adequate in size for BPW functions but must consider placing activi- ties away from brook.</p>	<p>Area currently has busi- nesses to the east and west/to the rear of the property there is a deve- lopment of higher priced homes, which is screened by a natural buffer. A new water & sewer line has been installed in this area. Traffic would be using major roadways from all parts of town to reach this site.</p>	<p>Salem Street is a major road and connects well with other major roadways within the Town and from the Center. There are some traffic problems on this road when 95 gets clogged. Salem St becomes access to Rt 93 and joins 95 at Willow/West Sts Work shifts are somewhat different</p>
<p>ENTILE-ADAMS PROPERTY PLEASANT STREET</p> <p>approximately 6.5 A of and currently house the reenhouses and rest is icant. Entire parcel as roposed for development viously contains 23.5A land; 1/2 of which is atlands. Farrelli land id house on Salem Street is to provide access from at road. Other accesses n be obtained over small sidential streets.</p>	<p>2 parcels of land that contain greenhouses and/or vacant are: 268 Pleasant Street Map 68, Lot 3 5.82A Map 68, \$ 201,000 266 Pleasant Street Map 68, Lot 10 10,869 sq ft \$76,000</p>	<p>Farrelli land is high and dry and has connector of dry land to 10+A parcel of land owned by Gentile/ Adams. Area has had many problems with drainage and sewer discharge. Portion of property that could be used for BPW activities is adequate, but is surrounded by wetlands. This area is known to have repeated water problems esp. during heavy rains, etc.</p>	<p>Area of Salem Street is currently residential. Access over small residen- tial streets would have major impact on neighbor- hood.</p>	<p>Salem Street is a major roadway in Town. This portion is in residential area and has curve to its W, creating site distance problem. Stop lights at Pearl Street would have to be moved after school closing and installed closer to BPW access for safety.</p>

46183

COMPARATIVE ANALYSIS OF SITES FOR RELOCATION OF DEW GARAGE
2/14/84 - READING PLANNING BOARD
INITIAL ANALYSIS

DESCRIPTION & LOCATION	ASSESSED VALUE	ENVIRONMENTAL ISSUES	NEIGHBORHOOD IMPACTS	TRAFFIC AND SAFETY
<p>COLEY PROPERTY 9 MAIN STREET and 7 MAIN STREET</p> <p>There is a 10A parcel of land directly off Main Street with adequate access to this road. Large lot with wooded buffer from surrounding properties.</p>	<p>1 parcel of land Map 210, Lot 1 w/10 A \$ 137,900</p>	<p>Large lot with some Wetlands.</p>	<p>Primarily in a residential area but has business properties close by. A major roadway would provide adequate access for BPW use. Has adequate access into property. (There is some current activity for sale and reuse of this land.</p>	<p>Main Street is a major state road and could easily handle the traffic associated with a BPW garage. A stop light at Main and Franklin would provide good traffic flow. Only major problem is distance from center of town. Proximity to water treatment plant and gravel pit by way of Franklin Street, which has recently been widened and repaved.</p>
<p>COLEY PROPERTY 9 MAIN STREET and 7 MAIN STREET</p> <p>There is a 10A parcel of land directly off Main Street with adequate access to this road. Large lot with wooded buffer from surrounding properties.</p>	<p>2 parcels of land 259 Main Street 14,850 sq. ft. - \$ 105,000 267 Main Street 3.9 A of land - \$ 160,400</p>	<p>Area has brook and wetlands. Periodic flooding during high water table. Some flooding of neighboring properties during these times.</p>	<p>Land is on State major roadway. Close proximity to center of town. Has adequate access to property. Residential properties to rear.</p>	<p>This portion of Main Street would have some problem with traffic exiting from site and heading N; also turning traffic from N entering site. Traffic signals to be installed at Main and South Sts would help traffic flows in the regard. Road could easily handle BPW functions and traffic close to center of town.</p>

46184

COMPARATIVE ANALYSIS OF SITES FOR RELOCATION OF BPW GARAGE
2/14/84 - READING PLANNING BOARD
INITIAL ANALYSIS

DESCRIPTION LOCATION	ASSESSED VALUE	ENVIRONMENTAL ISSUES	NEIGHBORHOOD IMPACTS	TRAFFIC AND SAFETY
<p>RIC'S GREENHOUSES MAIN STREET</p> <p>Approximately 1/2 A of and still remain in erson control. Florist business and supply house properties. Good cess to land off Main street with good site stance and stop signals S to control traffic flow.</p>	<p>2 parcels of land: 1090 Main Street Map 158, Lot 10 2.06A - \$ 298,700 25 Forest Street Map 158, Lot 28 3.49A - \$99,900 This land abuts Main St property. Real estate activity on these properties. All of the land may not be avail- able. Some land w/fr on Main St has been sold for 2 house lots.</p>	<p>No wetlands on property</p>	<p>Primarily residential neighborhood. Currently operates florist business and uses other building for supplies. Major road with good site dis- tance and traffic signals to control traffic flow. Area does not seem to have natural buffer from surrounding residential properties.</p>	<p>Good access off Main Street. Has good traffic flow because of traffic signals just S at Main/Forest Sts. No problem with entering or turning traffic. Close to center of town and within good distance to other BPW facil- ities; water treat- ment plant and gravel pit</p>
<p>THE SITE HAVERHILL STREET</p> <p>A of land. Currently m-owned and operated. uses Police annex and lotting range. Does not have adequate access off Haverhill Street.</p>	<p>did not determine as land values for town owned property are assessed very high in order to keep town's total assessment high.</p>	<p>Land is surrounded by wetlands. Conservation Commission has many concerns about pollution of area - presently abuts Lynnfield wetlands, who have severe water problems. Potential site for future wetlands for town.</p>	<p>Area is residential. A school and church are in the immediate vicinity. Road is major roadway but has site distance problem to S because of curve in road. Access to and from property would have to be obtained, perhaps by taking of residential property to N.</p>	<p>Haverhill Street is a well-travelled roadway. It is a major street within town. Service to this site from other than Salem Street would be over resi- dential streets. Franklin Street from Main to Haverhill is too narrow and curvy. Not close to center of town or other BPW facilities. Rush hour traffic could be problem, but difference in work shifts would lessen impact.</p>

46185

COMPARATIVE ANALYSIS OF SITES FOR RELOCATION OF BPW GARAGE
2/14/84 - READING PLANNING BOARD
INITIAL ANALYSIS

DESCRIPTION & LOCATION	ASSESSED VALUE	ENVIRONMENTAL ISSUES	NEIGHBORHOOD IMPACTS	TRAFFIC AND SAFETY
MP SITE HN STREET rent landfill has some nd available for develop- nt and storage (e.g.- xt to Exxon Station on hn Street).	Town owned land	Land in this region has to be carefully evaluated because of its former use as a landfill. Gases and leachate are probable in such an area. There is a ring around the dump. Also this land is in the National Flood Insurance Flood Protection area.	Currently IND zoned. Impact of development of this land on future use as high-cost, high tech, etc. development must be thoroughly evalu- ated. To move across the street to a parcel of land whose potential for development and \$ return to the Town is as great or greater than the site currently being used could proved to be only "temporary". Assessment of compatible use must be made with future potential development	Good access on major street. Good site dis- tance. Good access to center of Town. No real change on impacts of traffic safety and/or flow.

46186